



149
300
Built at Bath 1871

Voyage to Arctic 1880

Sold to U.S. Government for \$100,000 for Relief Expedition
for "Ther Jeannette"
March 1881



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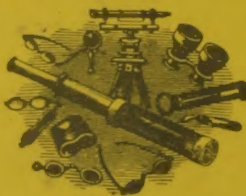
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THE
ANDREW SNOW, JR.
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Old Dartmouth

WHALING
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Sailed from N.B. Sep 7/79
for North Pacific & Arctic

420 Tons

New Ship

Agent Wm Lewis

Crew as per Whalers Shipping List 9/6/79

Capt. Martin V.B. Millard to Honolulu

Capt. Leander C. Owen took command
4/8/80
at Honolulu

W.B. Millard 1st Mate

2d Mate	Richd Green	of N.B.
3d	Frank Morris	"
4th	Edward C. Snow	"
Engineer	Frank Reynolds	N.Y.
Asst "	Irving H. Reynolds	"
Carpenter	Almanga A. Cornell	Words Hole.
Boat Steerer	G.H. Kopmeier	N.B.
	Antoni Cabaro	"
	Wm H. Harrison	"
	J.W. Cobb	S. Manchester.
	Henry R. Farris	Both.
Steward	B.E. Gray	N.B.
Cook	Learte D. Cross	"
Steward	Thos Mendes	"
	Alfred Alfred	" Deserted at Cape Horn 2/5/80
	C.E. Sage	"
	Geo Sessa	"
	Japan Charley	"
	M.C. Lockhart	"
	Fred. J. Smith	" Deserted at Cape Horn 2/5/80
	John Duarte	"
	Frank Hughes	"
	John Mountain	"
	Milton F. Lockhart	"
	Chas. Peters	"
	Thos Francis	"
	Winfield Trott	"
	Willis Lockhart	"
	Geo. A. Saunders	Fairbairn
	Henry Valentine	S. Manchester.
	James Brown	Portland
	Chas E. Healey	Words Hole.
	Chas Thomson	Stood away at Honolulu 4/11/80

Mary & Helen

[1]

Log of Steamer Helen & Mary

3-

Tuesday Sept 9th 1879

All hands came on board at 8 am & took the Anchor with fine weather and light winds from the N.W. discharged the Pilot at 10 o'clock and passed Low and Pigs light ship at 10.30 steering S. Ends the same

Wednesday Sept 10th 1879

All this day fine weather and light N.W. winds employed in stowing the anchors and chains & fitting the boats steering S.E.

Lat 40. 30N

Long 69-33W

Thursday Sept 11th 1879

Commenced with fine weather and light winds from the Eastward ship close hauled to S.E. all hands fitting boats & rigging. Passed fine merchant ships thus ends

Lat 39-16N

Long 68-41W

Friday Sept 12th 1879

Commenced with fine weather and whole sail breezes from the N.E. ship close hauled to the Eastward Middle & Latter Parts same

Lat 38. 24N

Long 66-48W

Saturday Sept 13th 1879

Commenced with fine weather and light breezes from the Eastward ship close hauled to S.S.E. Middle Part heavy rain & light airs. Latter fine weather and fresh breezes from N.E. steering S.S.E. with all sail

Lat 37-15N

Long 65.05W

Log of Steamer Mary + Helen

Sunday Sept 14th 1879

Commenced with light-winds from the N. N. E. steering S. S. E. all hands employed in fitting boats Middle Part dead calm Latter Part light-breezes and squally wind S S W ship close hauled to S. E. Thus ends

Lat 56:50 N

Long 64-03 W

Monday Sept 15th 1879

Commenced with fine weather and fresh breezes from N. S. W. ship close hauled to the S. E. Middle Part squally and light airs Latter Part calm

Lat 36-50 N

Long 61-24 W

Tuesday Sept 16th 1879

Commenced with calms Middle Part fresh breezes from the S. E. ship close hauled on d. l. tacks crew employed in fitting boats & rigging

Lat 35:37 N

Long 60-25 W

Wednesday Sept 17th 1879

Commenced with fine weather and smart breezes from S. E. ship close hauled on d. l. tacks employed in necessary work Several gail in night Middle Part fine weather and strong breezes from S. S. E. ship close hauled to the Eastward Latter Part the same Thus ends

Lat 36-00 N

Long 58:47 W

Thursday Sept 18th 1879

Commenced with fine weather and fresh breezes from S. S. E. close hauled to the Eastward Middle Part the same Latter Part fine and light S. E. wind ship close hauled to the N. E. Thus ends

Lat 36:25 N

Long 57-32 W

Bound Towards the Arctic Ocean

Friday Sept 19th 1879.

Commenced with fine weather and light winds from ESE ship close hauled to the N.E. crew employed in necessary work. Middle Part strong gales from SE. at 1.30 more ship heading N.E. and hove too under lower Topsails Latter Part strong SE gales and heavy rains, at 9. am. furled Foretop sail Thus ends

Lat 36-29N

Long 57-20W

Saturday Sept 20th 1879

Commenced with strong gales from SE. ship hove too on the Starb tack, watch employed in breasting out water Middle Part fine weather and fresh gales ship close hauled to the East, and under prudent sail Latter strong breezes from South ship close hauled under prudent sail heading E. S.E. watches employed in fitting rigging Thus ends

Lat 36-51N

Long 54-53W

Sunday Sept 21st 1879

Fine weather and strong breezes from South. S.W. ship close hauled heading SE Middle Part light winds from SSW ship close hauled to the SE Latter Part fine weather and wind came 1 sail in company watch employed in fitting rigging and cutting gear

Lat 35-54N

Long 51-04W

Monday Sept 23rd 1879

Commenced with fine weather and light winds from SW. ship close hauled to SSE. passed a ship bottom up Middle Part fine Latter Part fine and light airs at 10 a m raised a school of small Sperm Whales Thus ends

Lat 33.40N

Long 48-37W

Log of Steamer Mary + Helen Mullard Master

Tuesday Sept 24th 1879

Commenced with fine weather and fresh breezes from W.S.W. at 1 lowered 4 boats lowered and L and S Brach got a small whale they were going N.E. very still took them along side and finished cutting at dark Middle Part fine ship on 2 hour tacks, Latter Part squally and rainy employed in clearing away heads ship close hauled to N.W.

Lat 35.48 N

Long 49-58 W

Wednesday Sept 25th 1879

2 Males
Fine weather and strong breezes and ship steering off N.E. all hands employed in breaking out Provisions and getting ready to boil Middle Part fine ship close hauled to S.E. Latter Part same Thus

Thursday Sept 26th 1879

Commenced with fine weather and fresh breezes from S.W. Middle Part same Latter Part fine and strong S.W. winds at 8 a.m. raised sperm Whales two boats down chasing Thus ends

Lat 34.59 N

Long 48-48 W

Friday Sept 27th 1879

Commenced with strong S.W. winds called the boats on board and took in sail + got up steam whales going quick to S.W. steamed 15 miles to S.W. lowered and got 2 Whales to the L.B. Middle Pt. laying by the whales Latter Part strong S.W. winds corn cutting at daylight and finished at 8 o'clock employed in trying out and clearing up Thus ends

Lat 35.14 N

Long 48-49 W

Bound Towards the Arctic Ocean

Saturday Sept 27th 1879
Commenced with fine weather and strong breezes from S.W. close hauled to the Westward and trying out Middle Part fine weather and fresh breezes from S.W. steering E by S. Latter Part the same Thus ends

Lat 35.19N

Long 46-55W

Sunday Sept 28th 1879.
Fine weather and fresh breezes from S.W. steering E. at 2 P.M. spoke the Bark Lydia 150 bbls sperm this season employed in trying out. Middle Part light breezes steering Eabt finished trying out at 10 P.M. whales turned up 43 bbls Latter Part fine and fresh breezes from the S.W. steering E.

Lat 36-11N

Long 42-12.W

Monday Sept 29th 1879
Comm fine and strong breezes from W. S.W. steering E under all prudent sail Middle Part squally wind from W to N.E. steering to the Eastward Latter Part strong N.E. wind ship close hauled watch employed in necessary work

Lat 36-38N

Long 41-58W

Tuesday Sept 30th 1879
Commenced with fine weather and strong breezes from N.E. ship close hauled to Eastward employed in fitting tryworks Middle Part squally weather and fresh breezes from S.E. ship close hauled to the Eastward Latter Part strong breezes from S.E. and rainy Thus ends

No Obs

Steamer Mary & Helen Mullard Master

Wednesday Oct 1st 1879

Commenced with light-Westerly winds steering E with a falling barometer

Middle Part fine and light-Westerly winds glass still low Latter Part sudden shift of wind to the East wore ship to the N.E. wore too under close reefed main topsail

Lat 36-15 N

Long 40-20 W

Thursday Oct 2^d 1879

Commenced with strong gales from N.E. ship wore too on starb tack at 5 P.M. wore ship to the East and Middle Part strong breezes from the N.E. steering East under all prudent sail Latter Part fine weather and fresh breezes from N.E. ship close hauled to the East and all sail set

Lat 35-57 N

Long 39-07 W

Friday Oct 3^d 1879

3 Whales
Fine weather and fresh breezes from N.E. ship close hauled to the East and watches employed in setting and rattling down topgallant rigging Middle Part calms Latter Part strong breezes from S.E. steering East at 9 a.m. raised a large school of small sperm whales lowered the 3 port boats and each got a whale ends with a gale

No Obs

Saturday Oct 4th 1879

Commenced with strong gales from South getting the whales along side and took in all sail Middle Part heavy gale from South lying by the whales Latter more moderate wind S.E. commenced cutting at 8 a.m. and finished at 11-30 This ends

Lat 36-46 N

Long 37-04 W

Bound Towards the Arctic Ocean

Sunday Oct 5th 1879

Commenced with fine weather and strong S S W winds steering E by S. under easy sail all hand cutting up heads & blubber Middle Part Strong gales from S S W. at 9 P M hove ship to heading S E. and started the try works. Latter Part wind and weather the same steering E by S. under easy sail employed in trying out Lat 37-26 N Long 35-23 W

Monday Oct 6th 1879

Commenced with fine weather and strong breezes from S S W. steering E S E. boiling and breaking out. Middle Part fine weather and light breezes from W steering E by S. under all sail. Latter Part light N W winds steering E 1/2 S. employed in cooping oil. Thus ends Lat 37-41 N Long 32-43 W

Tuesday Oct 7th 1879

Commenced with fine weather and light airs steering E by S. under all sail light N W winds. Middle Part fine weather and calms. Latter Part fine and light breezes from E S E. to S E. watch employed in washing ship. Thus ends Lat 38:02 N Long 31:23 W

Wednesday Oct 8th 1879

Commenced with fine weather and light S E winds ship close hauled to the Eastward. Middle Part fine weather and light winds ship close hauled to the Eastward. Latter Part same raised. Fayal & Pies at 11.30 bearing S by E. dist - 30 miles. Thus ends

Lat 39-10 N
Long 28-48 W

Steamer Mary & Helen Millard Master

Thursday Oct 9th 1879

Commenced with fine weather and light-SE winds ship on different tacks working up to the Islands Middle Part fine weather and fresh breezes from South ship working to windward Latter Part fine and strong breezes from S.S.W. at 5 a.m. got Steamer up and went in to Fajal Harbor and owing to Quarantine could not land

Friday Oct 10th 1879

Fine weather at 2 P.M. a lighter came of and took the oil 2062 gals & cast and squared away at 6 P.M. Middle Part calm Latter Part cloudy and rain with fresh SE winds No Obs

Saturday Oct 11th 1879

Commenced with fine weather and strong breezes from SE close hauled to S.W. employed in necessary work Middle Part fine weather and strong breezes from South ship heading to the Westward Latter Part squally wind the same close hauled on the Eastern tack Thus ends No Obs

Sunday Oct 12th 1879

Commenced with squally and rainy weather ship close hauled to S.S.E. Middle Part light-baffling winds ship close hauled to the SE Latter Part light-South winds close hauled to the Westward passed a Steamer and large ship Thus ends

Lat 37-08. N
Long 29-40. W

Bound Towards the Arctic Ocean

Monday Oct 13th 1879

Commenced with squally weather at 1 Pm tacked to the S.S.E. strong breezes from the S.S.W. Middle Part light winds from South ship close hauled on different tacks, Latter Part same ship close hauled to the East and employed in fitting rigging Thus ends

Lat 36-36.N
Long 28-19.W

Tuesday Oct 14th 1879

Commenced with fine weather and light airs from S.S.E. ship close hauled to the East and Middle Part calm Latter Part light airs employed in overhauling potatoes, Thus ends

Lat 36-28.N
Long 28-10.W

Wednesday Oct 15th 1879

Commenced with fine weather and very light airs ship close hauled heading S.W. by W. wind S.E. Middle Part fine and light S.E. winds ship close hauled to the South and Latter Part fine weather & light winds from N steering S.S.W. under all drawing sail & ships in sight Lat 35-38.N

Long 28-10.W

Thursday Oct 16th 1879

Commenced with fine weather and light breezes from N by E steering S.S.W. at 6 Pm strong breezes from N.N.E. Middle Part fresh breezes from N.E. steering S.S.W. under all sail Latter Part the same employed in fitting rigging Thus ends Lat 32-32.N

Long 28-33.W

Steamer Mary + Helen M & B Millard Master

Friday Oct 17th 1879

Commenced with fine weather and strong NE winds steering S.S.W. watch employed in necessary work. Middle Part fine weather and fresh trades steering S by W. under all sail. Latter Part fine & fresh NE trades steering S by W. watch employed in necessary work. Thus ends

Lat 29-26. N

Long 28-11. W

Saturday Oct 18th 1879

Commenced with fine weather and fresh trades steering S by W. Middle Part fine weather and light trades steering S by W. Latter Part same all hands employed in necessary work about the ship. Thus ends

Lat 26-56. N

Long 27-56. W

Sunday Oct 19th 1879

Commenced with fine weather and light trades steering S by W. Middle & Latter Part the same. Thus ends

Lat 25-20. N

Long 27-20. W

Monday Oct 20th 1879

Commenced with fine weather and light trades steering S $\frac{1}{2}$ W. passed a merchant ship at 3. P.M. at 3.30 lowered for black-fish with out success. Middle and Latter the same steering S $\frac{1}{2}$ W. under all sail watch employed in necessary work.

Tuesday Oct 21st 1879

Commenced with fine weather and light trades steering S $\frac{1}{2}$ W. employed in necessary work. Middle & Latter Part the same steering South under all sail. Thus ends

Lat 20-34. N

Long 26-41. W

Bound Towards The Arctic Ocean

Wednesday Oct. 22^d 1879

Commenced with fine weather and fresh trades steering South. Middle and Latter Part strong trades and fine weather many sails in sight - Thus ends

Lat 17-34N

Long 25-33W

Thursday Oct. 23^d 1879

Fine weather and strong trades steering South at 2 P.M. raised St Anthony bearing S. dist - 30 miles Middle Part fine weather & light airs Latter Part fine and strong trades steering S saw 1 large English Steamer St Anthony N.E. dist - 35 miles Thus ends

Lat 15-35N

Long 25-09W

Friday Oct. 24th 1879

Commenced with fine weather and strong trades steering South watch employed in fitting lifts & foot ropes Middle and Latter steering South wing light Thus ends

Lat 13-19N

Long 24-57W

Saturday Oct. 25th 1879

Commenced with fine weather and light trades steering South watch employed in fitting rigging Middle Part fine weather and fresh trades steering South under all sail Latter Part fine weather and light airs from N.E. steering from S to S.W. all hands employed in necessary work Thus ends

Lat 10-38N

Long 24-14W

Steamer Mary & Helen M. J. B. Millard

Sunday Oct-26th 1879
Commenced with fine weather and
light-trades steering S by W. under all
possible sail Middle and Latter Parts the
same Thus ends

Lat 8-49.N
Long 23-53.W

Monday Oct-27th 1879.
Commenced with fine weather and
light-trades steering South under all
drawing sail Middle Part fine weather
and light-breezes steering S Latter Part
fine and light-air from N. S. W.
ship close hauled to the S by E.

Lat 7-09.N
Long 23-32.W

Tuesday Oct-28th 1879
Fine weather and light-air from N. S. W.
steering S by E. watch employed in fitting
main top-sail lifts Middle Part fine and
calm Latter Part the same at 10-AM
got up steam at 11.45 spoke English
ship Lord Northbrook of Liverpool 35
days from London Thus ends

Lat 6-50.N
Long 23-05.W

Wednesday Oct-29th 1879.
Commenced with light-air from South
all sail furled Steaming steering S by W.
Middle Part same steering S by W.
Latter Part fine weather and fresh breezes
from S. ongle all sail and lowered off the
boiler Thus ends

Lat 4-58.N
Long 22-38.W

Caught 65 Bbls Rainwater

Master Bound Towards The Arctic Ocean.

Thursday Oct 30th 1879.

Commenced with squally weather and light breezes from S.E. ship close hauled to S.W. Middle and Latter Parts much the same Thus ends

Lat 3-59.N
Long 23-43.W

Friday Oct 31st 1879.

Commenced with fine weather and light winds from the South ship close hauled to the Westward Middle Part light baffling winds ship close hauled on dip tack, Latter strong trades ship close hauled to the Westward, Thus ends

No Obs

Saturday Nov 1st 1879.

Commenced with fresh breezes from South ship close hauled to the N. S.W. Middle Part much the same Latter Part squally & fresh S.E. trades ship close hauled to the S.W. Thus ends

Lat 1-07.N
Long 26-55.W

Sunday Nov 2nd 1879.

Commenced with fine weather & light breezes from S.E. ship close hauled to the S.W. Middle Part fine weather and fresh trades ship close hauled to the S.W. by S Latter Part much the same Thus ends

Lat 1-24.S
Long 28-20.W

Monday Nov 3rd 1879

Commenced with fine weather and fresh S.E. trades ship close hauled to S.W. Middle Part fine and fresh trades steering S.W. by S. Latter Part much the same passed 3 sail Thus ends

Lat 4-18.S
Long 29-28.W

Steamer Mary & Helen MVB Millard Master

Tuesday Nov 4th 1879.

Commenced with fine weather + fresh trades steering S.W. by S. under all sail watch employed in necessary work Middle Part fine weather and fresh trades steering S.W. by S. under all sail passed several Merchant ships
Thus Ends

Lat 7-00.S

Long 30-43.W

Wednesday Nov 5th 1879.

Commenced with fine weather and light trades steering S.W. by S. all hands employed in necessary work Middle Part Fine and light trades steering S.W. by S. Latter Part the same watch employed in fitting rigging Thus ends

Lat 9-00.S

Long 31-37.W

Thursday Nov 6th 1879

Commenced with fine weather and light winds from N.W. steering S.W. by S. Middle Part fine and fresh trades steering S.W. by S. under all sail passed 2 sail Latter Part fine and fresh trades steering S.W. by S. watch employed in necessary work
Thus ends

Lat 11-10.S

Long 32-38.W

Friday Nov 7th 1879.

Commenced with fine weather and fresh trade steering S.W. by S. Middle Part much the same Latter Part fine weather and fresh S.E. trades steering S.W. by S. under all possible sail passed several Merchant Ships watch employed in fitting foot ropes and making spade box
Thus ends

Lat 13-46.S

Long 33-52.W

Bound Towards the Arctic Ocean

Saturday Nov 8th 1879

Commenced with fine weather and light trades steering S.W. by S. under all sail Middle Part fine and light trades steering S.W. by S. Latter Part the same watch employed in necessary work Thus ends

Lat 15-15.8
Long 34-22.W

Sunday Nov 9th 1879.

Commenced with fine weather and light trades steering S.W. by S. under all sail Middle Part the same Latter Part light winds from N.N.E. steering S.W. by S. Thus ends

Lat 17-25.8
Long 35-32.W

Monday Nov 10th 1879

Commenced with fine weather and light northerly winds steering S.W. by W Middle Part calm Latter Part light air No Obs.

Tuesday Nov 11th 1879

Commenced with calm weather and very hot 4 boats down blackfishing got one to the L.B. employed in filling up the coal bunkers Middle Part light air from S.E. ship close hauled to S.W. Ends with calm weather No Obs

Wednesday Nov 12th 1879

Commenced with calm weather all hands painting iron work and setting up head gear 4 sail in co Middle Part fine weather and light air from S.E. steering S. by W. Latter Part the same Thus ends

No Obs

Steamer Mary & Helen M V B Millard Master

Thursday Nov 13th 1879

Commenced with light-air and calms
ship working South employed in boiling
blackfish Middle Part fine weather and
light winds steering S by N. under all
sail Latter Part same Thus ends

Lat 19-41 S

Long 36-06 W

Friday Nov 14th 1879

Commenced with fine weather and
light-air steering S. employed in
fitting Mizzen stay and bending
main spencer Middle Part light winds
from N. steering South Latter
hazy weather and fresh breezes from
the N. N. E. steering South watch
employed in necessary work Thus ends

Lat 22-05 S

Long 35-10 W

Saturday Nov 15th 1879

Commenced with fine weather and
fresh breezes from North steering South
at 2.30 exchanged longitudes with a
British ship the Phillip Nelson bound to
Rio Middle Part strong breezes from the
Westrd steering S. S. W. under all sail
Latter Part the same took in the
light-sails Thus ends

Lat 25-07 S

Long 35-42 W

Sunday Nov 16th 1879

Commenced with with strong gales
from the W. S. W. ship close hauled to
the Southrd at 3. P.M. reefed the upper
topsails at sundown wore ship to N. N. W.
and hove ship to under 2 topsails & F. Sail
Middle Part wind and weather same
Latter Part fine weather and fresh
breezes from South ship close hauled to
the Westrd under topsails

Lat 25-18 S

Long 36-18 W

Bound Towards The Arctic Ocean

Monday Nov 17th 1879

Commenced with fine weather and fresh breezes from South ship close hauled to the N. S. W. Middle Part light winds from the S. S. E. steering S. W. under all sail Latter Part nearly calm ship close hauled to N. Thus ends

Lat 25-42 S

Long 37-28 W

Tuesday Nov 18th 1879

Commenced with light winds from S. S. W. ship close hauled to West and one sail in co watch employed in necessary work Middle Part fine weather and light airs from the Eastward steering S. W. Latter Part fine & light airs at 6 A. M. raised a school of large sperm whales going quick to N. N. E. got up steam and steamed around them but got none Thus ends

Lat 25-50 S

Long 38-25 W

Wednesday Nov 19 1879

Commenced with fine weather and light N. E. winds all 4 boats down chasing the whales and come on board at dark Middle Part fine and fresh breezes from E. N. E. steering S. W. under all sail Latter Part fine weather and fresh breezes from E. S. E. steering S. W. watch employed in necessary work Thus ends

Lat 27-08 S

Long 39-50 W

Thursday Nov 20th 1879

Commenced fine with strong E. N. E. wind steering S. W. Middle Part the same steering S. W. by W. Latter Part fresh breezes from N. E. steering S. W. by W. under all sail Thus ends

Lat 29-04 S

Long 42-21 W

Steamer Mary & Helen M T B Millard Master

Friday Nov 21st 1879

Commenced with fine weather and fresh N E winds steering S W by W. watch employed in necessary work Middle Part fine weather and light breezes from N E steering S W by W. Latter Part the same steering S W by W. watch employed in cutting over Mizzen topmast stayrail Thus ends Lat 30-21 S Long 44-34 W

Saturday Nov 22^d 1879

Commenced with fine weather and fresh breezes from N E steering S W $\frac{1}{2}$ W Middle Part fine weather and fresh breezes from N E steering S W $\frac{1}{2}$ W under all sail Latter Part much the same

Lat 31-52 S

Long 46-39 W

Sunday Nov 23^d 1879

Commenced with fine weather and fresh breezes from North steering S W $\frac{1}{2}$ W Middle & Latter Parts fine weather & light airs steering S W by W. Thus ends

Lat 33-00 S

Long 48-33 W

Monday Nov 24th 1879

Commenced with fine weather and light N W winds steering S W by W $\frac{1}{2}$ W Middle Part fresh breezes from the Westward steering S W $\frac{1}{2}$ W. Latter Part fresh gales from S S W. Ship hove too heading to W. 4 merchantmen in company Thus ends

Lat 33-58 S

Long 49-37 W

Bound Towards the Arctic Ocean

Tuesday Nov 25th 1879

Commenced with fresh gales from the S.W. ship hove too heading N.N.W. under close reefed main Top sail Middle Part more moderate set the Fore topsail & Foresail Latter Part fine and fresh breezes from South to N.S.W. made all sail ship on different tacks Thus ends Lat 33-32 S Long 50-33 W

Wednesday Nov 26th 1879

Commenced with fine weather and light winds from W.S.W. ship heading South at 5 P.M. exchanged Longitudes with Barkentine Paracir Middle Part fine weather and fresh breezes from W.S.W. ship heading S. Latter Part fine and wind W.S.W. Thus ends Lat 35-25 S Long 50-21 W

Thursday Nov 27th 1879

Commenced with heavy squalls sudden shift of wind to S.S.W. Middle Part fine weather and fresh breezes from the S.W. ship close hauled to the Westward Latter Part fine weather and light S.W. winds ship close hauled to Westward Thus ends Lat 34-50 S Long 51-56 W

Friday Nov 28th 1879

Commenced with fine weather and fresh breezes from the N.W. steering S.W. $\frac{1}{2}$ W. under all sail Middle Part Strong breezes from N. to W. steering South by E. under prudent sail heavy squalls Latter Part much the same wind hauled to S.W. Thus ends Lat 36-46 S Long by acc 51-25 W

Steamer Mary & Helen M. T. B. Millard Master
Saturday Nov 29th 1879

Commenced with cloudy weather and
fresh breezes from the S.W. at 2 P.M.
tacked to W. Middle Part fine weather
and light Easterly winds steering S at
dark took in the light sail Latter Part
fine weather and fresh breezes from N.E.
to S.W. Thus ends

Lat 38-03

Long 52-21

Sunday Nov 30th 1879

Commenced with fine weather and
light breeze from S.W. close hauled to
S.S.W. Middle Part very light bafflin
winds steering W.S.W. under all sail
Latter Part light airs from the N.W.
steering W.S.W. Thus ends

Lat 39-18

Long 52-55

Monday Dec 1st 1879

Commenced with fine weather and
whole sail breezes from South steering W.S.W.
with many waterspouts Middle Part
fine weather and light winds from
the Eastnd at 4. a.m. wind hauled to
N.W. steering W.S.W. Latter Part
fresh breezes from the W.S.W. ship
close hauled on different tacks
Thus ends

Lat 40-05 S

Long 54-33 W

Tuesday Dec 2nd 1879

Commenced with fine weather and
fresh gales from S.W. ship close hauled
on different tacks under prudent sail
Middle Part fine weather and fresh
breezes from W.S.W. ship close hauled
on different tacks Latter Part much
the same ship close hauled under
lower topsails & courses Thus ends

Lat 40-07 S

Long 55-34 W

Bound Towards the Arctic Ocean

Wednesday Dec 3rd 1879.

Commenced with fine weather and brisk gales from S. S. W. ship close h'd to the South end Middle Part Strong gales from S. W. ship have too heading N. N. W. Latter Part strong breezes from the S. S. W. ship close hauled to W. under courses & lower topsails Thus ends Lat 38-53.5
Long 55-47. W

Thursday Dec 4th 1879

Commenced with fresh gales from S. S. W. ship close hauled to W. Middle Part more moderate Latter Part light-airs from N. W. steering W. S. W. Thus ends Lat 38-31.5
Long 56-28 W

Friday Dec 5th 1879

Commenced with fine weather and fresh breezes from N. W. steering W. S. W. all hands employed in breaking out water and provisions. Middle Part heavy Thunder and lightning with rain and heavy squalls from N. S. W. steering S. W. to W. S. W. Latter Part cloudy & squally weather Thus ends Lat 39-43.5
Long 58-36 W

Saturday Dec 6th 1879.

Commenced with strong breezes from W. S. W. ship close hauled to the South end at 5.30 P. M. raised Right-whales going slow to West end Lowered 3 boats whale saw the boats and cleared out Middle Part fine weather and strong breezes from S. W. ship close hauled on different tacks Latter Part fresh gales from S. W. ship close hauled to the West end Thus ends Lat 39-50.5
Long 58-33. W

Steamer Mary & Helen M.V.B. Millard ^{Master}

Sunday Dec 7th 1879

Commenced with fine weather and strong S.W. gales ship bore too heading S.E. Middle Part calm Latter Part light-air from S.E. steering W.S.W. Thus ends ³³ Lat 39-00 Long 58-00

Monday Dec 8th 1879

Commenced with fine weather and light-winds from the S.E. steering S.W. Middle Part fine weather ship close hauled to the Westward wind S.S.W. Latter Part the Same Thus ends Lat 39-14 Long 60-00 W

Tuesday Dec 9th 1879

Commenced with fine weather and calms lowered down & caught a turtle sounded in 22 fathoms Middle Part fresh breezes from N.E. steering S.E. by E Latter Part fine weather and strong breezes from N steering S. by W. ends with rain No Obs

Wednesday Dec 10th 1879

Commenced with rainy weather and light-winds from the N.W. steering S by W. Middle Part wind & weather same steering S. by W. Latter Part light-northerly winds steering S. by W. Thus ends Lat 42-54 Long 60-56 W

Thursday Dec 11th 1879

Commenced with fine weather and light-northerly winds steering S.E. employed in painting boats black Middle Part fine and light-N.E. winds steering S.E. Latter Part fine weather and light-winds from North steering S. by E. the Mate 2^d mate 1 boatster and 2 men off duty sick Thus ends

Lat 44-43 Long 60-49 W

Bound Towards the Arctic Ocean

Friday Dec 12th 1879

Commenced with fine weather and fresh breezes from the North steering S. by W. Middle Part fine weather and fresh breezes from N.E. to W. steering S. by W. Latter Part calm Thus ends Lat 44.32.8 Long 62-27.W

Saturday Dec 13th 1879

Commenced with fine weather and calms Middle Part fine weather and fresh breezes from N.E. to W. steering S. by W. & W. Latter Part same one sail in Co Thus ends Lat 48-11.8 Long 63-49.W

Sunday Dec 14th 1879

Commenced with fine weather and light winds from the N.W. steering S. S. W. Middle Part fine weather and light airs from the W to N.E. steering S.S.W. Latter Part fine and light-airs from N.E. steering S. S. W. Thus ends Lat 49-12.8 Long 64-51.W

Monday Dec 15th 1879

Commenced with fine weather and light winds from N.E. steering S. W. by S. Middle Part the same Latter Part calm at 7. A.M. raised the Land Port Santiago Dist- 30 miles bearing W. S. W. Thus ends Lat 50-00.8 Long 67-15.W

Tuesday Dec 16th 1879

Commenced with light-airs from S ship working towards Cape Virgin Middle Part calm and light-airs steering along the land Latter Part fine weather and light-breezes from the North steering S. S. W. Thus ends Lat 50-29.8 Long 67-45.W

Steamer Mary & Helen M. V. B. Millard, Master

Wednesday Dec 17th 1879

Commenced with fine weather & light N E winds steering S. by W. Middle Part fine weather and fresh breezes ship working to the Southward Latter Part fine steering along the land under all sail
Thus ends

Lat 51-25.8

Long 68-40W

Thursday Dec 18th 1879

Commenced with fine weather and fresh breezes from E N E, steering S E. Middle Part fine weather and light air steering E S E. at daylight Cape Virgin bearing S W. Latter Part light breezes from the S W. steering N E. Thus ends

Lat 51-53.8

Friday Dec 19th 1879 Long 66-49W

Commenced with fine weather and light winds from E steering N N E. Middle Part light winds from E to North steering N N E. Latter Part fresh breezes from the S S W. steering N N E. under all sail
Thus ends

Lat 50.42.8

Long 65-47W

Saturday Dec 20th 1879

Commenced with fine weather and light S W winds steering N E by N. Middle Part fine weather and fresh breezes from N E. ship close hauled to the Eastward Latter Part strong breezes from N N E. ship close hauled to the Eastward Thus ends

Lat 50-28.8

Long 62-53W

Bound Towards the Arctic Ocean

Sunday Dec 21st 1879

Commenced with fine weather and strong breezes from N.N.E. close hauled to the Eastward many R. Whale birds Middle Part strong breezes from N ship close hauled to Eastward and N.W. Latter Part thick and strong breezes from N ship close hauled to the E.N.E. many Finbacks & birds & R. Whales

Lat 50-36 S

Long 62-22 W

Monday Dec 22nd 1879

Commenced with fresh breezes from the N.N.E. steering from S.E. to S.W. Middle Part calm Latter Part strong gales ship hove to under prudent sail heading W. Thus ends

Lat 51-51 S

Long 62-06 W

Tuesday Dec 23rd 1879

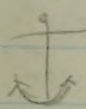
Commenced with strong gales from the S.W. ship hove to heading to Westward Middle Part fine weather wind died out Latter Part made all sail light breezes from S.W. ship close hauled to the S.E. Thus ends

Lat 50-50 S

Long 62-43 W

Wednesday Dec 24th 1879

Commenced with fine weather and light winds from S.W. by S. ship close hauled to the S.E. watch employed in breaking out water and provisions Middle Part light airs and fine weather steering S.E. by E. Latter Part Strong gales anchored in New Island at 10. with 2 anchors down Thus ends



Steamer Mary & Helen M. V. B. Millard ^{Master}

Thursday Dec 25th 1879

Commenced with strong gales from
N. N. W. at dark nearly calm wind
hauled to W. boats on shore and shot 50
wild Geese Middle Part wind hauled to
West blowing strong Latter Part fine &
strong S W winds all hands gunning
Thus ends

Friday Dec 26th 1879

Commenced with fine weather and
strong gales from the S W the
ship dragged her anchor and first
touching the white sand bottom took
up the anchors and wind into a safe
harbor Bark Daniel Webster arrived
with 70 sperms this season Middle Part
fine but blowing strong Latter Part
same lying with 2 anchors ahead

Saturday Dec 27th 1879

Commenced with fine weather &
blowing heavy from S W. Middle same
Latter Part Squally weather and blowing
strong from S W. Thus ends

Sunday Dec 28th 1879

Commenced with fine weather and
strong S W gales Middle and Latter Part fine
and more moderate Thus ends

Monday Dec 29th 1879

Commenced with fine weather and
light winds Middle Part fine and light
winds from S at 4 a.m. took up the
anchors and came out ends fine steering
S W. by N. Thus ends

Lat 51-14 N
Long 61-31 W

Bound Towards the Arctic Ocean

Tuesday Dec 30th 1879

Commenced with fine weather and light southerly winds Middle Part calm latter Part fine weather and light airs from N ship close hauled on different tacks Thus ends
Lat 50:47.8
Long

Wednesday Dec 31st 1879

Commenced with fine weather and light airs from the North ship close hauled to N.N.W. Middle Part fine weather and strong breezes from N ship close hauled to the N.W. Latter Part fine weather and fresh breezes from the Northward ship close hauled to E under all sail Thus ends
Lat 50-22.5
Long 61-30W

Thursday Jan 1st 1880

Commenced with hazy weather and fresh breezes from N steering by the wind heading E. many R N birds and much feed Middle Part light airs and calm thick fog Latter Part fine weather and light westerly winds steering N by E. Employed in putting up cabin stove Thus ends
Lat 49:55.8
Long 60-25.W

Friday Jan 2^d 1880

Commenced with light airs from N.W. ship close to N.N.E. at 6 PM lowered the boats for Humphreys without success Middle Part fresh breezes from N.W. to N.E. ship working north Latter ship close hauled to N.N.E. Passed a large English ship called the Pole Star of Liverpool Thus ends
Lat 48-43.8
Long 48-23.W

Steamer Mary & Helen M. V. B. Millard, Master.

Saturday Jan 3^d 1880

Commenced with fine weather and fresh breezes from the NW. ship close hauled to the N. N. E. Middle Part light breezes from W steering N. N. W. Latter Part fine weather and light breezes from the West & ship close hauled to the Northward Thus ends Lat 47-17 Long 57-02

Sunday Jan 4th 1880.

Commenced with fine weather and light winds from the Westward steering N. N. W. Middle Part the same Latter Part light bafflin winds ship working to the North at 6 a.m. raised a whaler to the N. E. ends with rainy weather No Obs

Monday Jan 5th 1880

Commenced with fine weather and light breezes from the East & ship close hauled at 5.30 spoke Bark Ohio 2^d. Ellis just-cut in 2 large sperm Whales Middle Part light and thick weather ship working to the N. Latter Part. Strong gales from the West & ship close hauled on different tacks Thus ends No Obs

Tuesday Jan 6th 1880

Commenced with fresh gales from the West & ship hove to on different tacks Middle Part moderate Latter Part moderate wind from N. N. W. 2 whalers in sight Ship close hauled on different tacks Thus ends Lat 46-03 Long 57-19

Bound Towards the Arctic Ocean

Wednesday Jan 7th 1880

Commenced with fine weather and strong breezes from the N. N. W. ship close hauled to the Westward at 1.30 Pm spoke the Bark Daniel Webster Borden and saw the Ohio 2^d. Middle Part light airs from N. W. ship close hauled Latter Part fine and light breezes from the Westward ship close hauled at 10. a m raised a school of Sperm Whales lowered 4 boats and struck to the B. Thus ends

Lat 45. 43.8

Long 57-10 W

Thursday Jan 8th 1880

Commenced with light winds took the whale along side and got steam on and chased the school with out success Middle Part Laying by the whale Latter Part fine and strong Northerly winds all hands cutting in Thus ends

Lat 45-43.8

Long 57-81 W

Friday Jan 9th 1880

Commenced with fine weather and strong breezes from N. N. W. cut all in but the case Middle Part fine weather and light winds from W. ship by the case Latter Part fine and strong breezes from W to N. W. hove in the case at 4 a m and commenced boiling

Lat 45-42.8

Long 56-32 W

Saturday Jan 10th 1880

Commenced with fine weather and strong breezes from the N. N. W. all hands clearing up and trying out Middle Part the same Latter Part fine weather and light breezes from E. N. E. at 5.30 a m raised the Ohio 2^d fast to a whale. at 7. a m lowered 3 boats whales going quick to windward called them on board and got up steam ends fine chasing the whales and trying out Thus ends

Lat 45-50.8

Long 57-87 W

Steamer Mary & Helen M.V. B. Millard Master

Sunday Jan 11th 1880

Commenced with fine weather and fresh breezes at 2 P.M. whales got still and lowered 4 boats and struck to the L.B. took the whale to the ship and lowered again without success. Middle Part. Latter Part fine weather and light breezes from the N.W. all hands employed in cutting in Thus ends No Obs

Monday Jan 12th 1880.

Commenced with fine weather and strong N.W. winds finished cutting at 2 P.M. saw the Daniel Webster Middle Part fine and fresh breezes from N.W. Latter Part fresh gales from North with rain all hands cutting Junk and trying out Thus ends No Obs

Tuesday Jan 13th 1880.

Commenced with fresh gales from N.W. ship hove to cutting up Junk and trying out rainy & thick weather. Middle Part fine weather and light breezes from the Westward ship hove to watch employed boiling Latter Part fine and light N.W. winds close hauled to N.W. Thus ends

Lat 46-25 S

Long 57-00 W

Wednesday Jan 14th 1880

Commenced with fine weather and light Westerly winds steering N.W. all hands boiling and stowing down Middle Part foggy and rising weather employed in trying out Latter Part strong breezes from N.W. ship close hauled on different tacks all hands employed in trying out and stowing down Thus ends No Obs

Bound Towards The Arctic Ocean

Thursday Jan 15th 1880

Commenced with strong breezes from N.N.W. with rain employed in stowing down and boiling Middle Part fine weather and light breezes employed in trying out Latter Part fine weather and light breezes from the W.N.W. ship close heaving N. All hands employed in stowing down finish trying out at 11 a.m. Thus ends Lat 45.56 Long 57-45

Friday Jan 16th 1880.

Commenced with fine weather and light N.N.W. winds steering N $\frac{1}{2}$ E. all hands clearing up the ship Middle Part fine weather and light winds ship close hauled to the Westward Latter Part fine weather and nearly calm employed in boiling fat lean saw the Daniel Webster and Ohio 2^d. Thus ends Lat 45.508 Long 56-58W

Saturday Jan 17th 1880

Commenced with fine weather and light winds from the S.E. steering to the Westward at 4 P.M. spoke the Daniel Webster and at 7... .. Barb Ohio 2^d with 360 on this ground in one month Middle Part fine weather and fresh breezes from S.E. close hauled to the Westward under easy sail Latter Part fine weather and fresh breezes from S.E. by S. ship close hauled on different tacks Thus ends Lat 46-16 S Long 58-00 W

Steamer Mary + Helen M T B Millard Master

Sunday Jan 18th 1880

Commenced with fine weather and light S.E. winds steering N.E. by N under all sail finished stopping down Middle Pt fine and calm weather latter Part fine weather and light breezes from N.E. ship close hauled to the Eastward saw the S Webster + Ohio 2^d Thus ends

Lat 45-58.3
Long 56-51.W

Monday Jan 19th 1880

Commenced with fine weather and freshening breezes steering to the Westward at 4 P.M. spoke the Ohio 2^d Middle Part fine weather close hauled to the Westward latter Part fine weather and light airs from N.E. steering S.E. Thus ends

Lat 45.55
Long 57-36.W

Tuesday Jan 20th 1880

Commenced with light northerly winds and smoky weather steering to the E. N.E. Middle Part hazy weather and light breezes from N. ship close hauled on different tacks latter Part thick weather and fresh breezes from N.W. steering W.S.W. Thus ends saw S Webster + Ohio 2^d

Lat 45-59
Long 57-05.W

Wednesday Jan 21st 1880

Commenced with fine weather and fresh breezes from N.W. steering N.E. Middle Part thick weather and light breezes from the Westward ship close hauled on different tacks latter Part light southerly winds ship close hauled to the W.S.W. saw the S Webster Thus ends

Lat 45-44
Long 57-31

Bound Towards the Arctic Ocean

Thursday Jan 22^d 1880

Commenced with calm weather and very warm on sail in sight - employed in sending down the Fore top gallant yard Middle Part fine weather and light winds from S to W ship close hauled to Westward Latter Part fine weather and light winds ship close hauled to the westward Thus ends

Lat 45-55.8

Long 57-54W

Friday Jan 23^d 1880.

Commenced with fine weather and fresh breezes from the North ship close hauled to the Westward many rips Middle Part fine and light - Westerly winds ship close hauled on different tacks Latter Part fine and fresh breezes from N. N. E. steering W. by S. under all possible sail Lat 45.45.8

Long 59-25.W

Saturday Jan 24th 1880

Commenced with fine weather & light winds from N. E. steering W. by N. spoke Danish Bark Fredrick, born of Elig ~~more~~ Middle Part fine weather and fresh breezes from the N. N. W. steering W. by N. $N\frac{1}{2}$ S Latter Part strong gales from the Westward steering S. S. W. at 11.30 a.m. hove too under lower topsails. Thus ends

Lat 45-38.8

Long 61-34.W

Sunday Jan 25th 1880

Commenced with fresh gales from W steering South under prudent sail at dark wore ship to the W. N. W. and hove too, Middle Part heavy gales from S. W. ship hove too heading W. N. W. Latter Part fine and blowing heavy from the S. W. ship hove too

Lat 45.29.8

Long 61-53.W

Steamer Mary & Helen M.V.B. Millard Master.

Monday Jan 26th 1880
Commenced with strong S.W. gales ship
hove too heading to Westward Middle Part
fine weather and light breezes from the
Westward steering S.S.W. under easy sail
Latter Part the same No Obs

Tuesday Jan 27th 1880
Commenced with fine pleasant weather
and fresh breezes from the N.W. steering
S.S.W. under all drawing sail Middle
Part fine weather and fresh breezes
from the West ship close hauled to South
Latter Part fine weather and strong
breezes from N.S.W. ship close hauled
to the Southward under prudent sail.

Lat 47-35 S
Long 63-00 W

Wednesday Jan 28th 1880
Commenced with fine weather &
fresh gales from N.S.W. ship close
hauled to Southward several sail in sight
Middle Part fine weather and strong
breezes from the Westward ship close
hauled working South Latter Part calm
several ships in sight.

Lat 48-24 S
Long 62-26 W

Thursday Jan 29th 1880
Commenced with fine weather and
light southerly winds steering S.W. Middle
Part cloudy weather and calm Latter
Part fine weather and fresh breezes
from S.W. ship close hauled on
different tacks

Lat 48-07 S
Long 62-44 W

Bound Towards The Arctic Ocean

Friday Jan 30th 1880

Commenced with fine weather and fresh breezes from S.W. ship close hauled to the Southward Middle Part thick and rainy weather and fresh breezes from N.W. to N.N.W. steering S.W. $\frac{1}{2}$ S. Latter Part much the same ship close hauled to S.W. 2 sail in Co

Lat 49-11 S

Long 64-57 W

Saturday Jan 31st 1880

Commenced with strong breezes from N.W. steering S.W. employed in breaking out water Middle Part light breezes from the Westward ship close hauled on different tacks Latter Part light winds from N.W. ship close hauled on the Southern tack Thus ends

Lat 50-07 S

Long 66-41 W

Sunday Feb 1st 1880

Commenced with fine weather and light westerly winds ship close hauled on the Southern tack Middle Part fine weather and light westerly winds ship close hauled to the Southward Latter Part wind and weather the same

Lat 51-12 S

Long 67-10 W

Monday Feb 2^d 1880

Commenced with fine weather and smart breezes from the S.W. ship close hauled to Westward Bay Inlet 75 miles N.N.W. Made the land at 3.30 off Bay Inlet Middle Part calm Latter Part light air & calm got steam at 9 am and steamed towards Cape Virgin Thus ends

Lat 51-08 S

Long 68-49 W

Steamer Mary & Helen M.V.B. Millard Master

Tuesday Feb 3rd 1880.

Commenced with light airs from N.E. steering along shore towards Cape Virgin at 1.30 P.M. off Gallegos River saw a schooner lying in the river at anchor plenty of Whale feed and no sighting of Whales Middle Part fine weather and light-airs from N.E. to S.W. ship laying off and on at Cape Virgin Latter Part fine and light-N.W. winds at 6 am got steam at 11 am passed Cape Virgin into the Straits of Magellan got anchors and chains ready & washed ship Thus ends

Wednesday Feb 4th 1880.

Commenced with baffling winds ship working through the Straits at 8 P.M. anchored in Gregory Bay in 11 fathoms water. Middle Part fine weather and light-winds from W. Latter Part strong S.W. winds Thus ends

Thursday Feb 5th 1880.

Commenced with fine weather and strong S.W. winds with squalls at 12.30 got under weigh for Sandy Point and anchored at S Point at 7.30 P.M. Middle Part fine and light-Westerly winds Latter Part fine weather and light-Westerly winds all hands employed in getting water 2 men deserted Alfonse Alfred & Fred Smith

Friday Feb 6th 1880.

Commenced with strong S.W. winds Middle Part the same Latter Part fine employed in filling coal bunkers and getting on board Stores hove up anchor at noon Thus ends

Bound Towards The Arctic Ocean

Saturday Feb 7th 1880

Commenced with fine weather and light Easterly winds steaming for Port Famine anchored at 7.30 in 7 fathoms. Middle Part strong N.E. wind ship laying to an anchor. Latter Part rainy weather got off 1 boat load of wood got ship under weigh at 10 a.m. for Port Gallant. Thus ends

Sunday Feb 8th 1880.

Commenced with fine weather and fresh breezes from the West at 2.20 passed Cape Froward at 5 P.M. anchored in Woods Bay in 7 fathoms. Middle Part fine weather and light Westerly winds at 3 am spoke the sealer Golden West bound to Sandy Point. Latter Part blowing heavy from S.W. ship lying to an anchor. Thus ends

Monday Feb 9th 1880

Commenced with fine weather + strong S.W. gales all hands getting clams muscles and Iron poles. Middle Part fine weather and light air from S.W. got off 3 small rafts of water. Thus ends

Tuesday Feb 10th 1880

Commenced with calm weather at 2.10 P.M. took the anchor and steamed to Port Gallant Harbor anchored at 4.50 P.M. in lee with a German Man of War. Middle Part calm at 5 am. took the anchor and steamed to the Westward. Thus ends

Steamer Mary + Helen M.V.B. Millard Master

Wednesday Feb 11th 1880

commenced with strong westerly winds anchored at 5.30 P.M. at Cape Monday in 18 fathoms Middle Part Middle Part heavy gales from N. N.W. ship lying with 2 anchors a head and 60 fathoms chain at 9. P.M. ship commenced to drag give her more chain at 9.15 ship struck several times quite hard no damage done called all hands and got steam and hove up both anchors and steamed in to the Straits ship off and on all night at daylight ship off Cape Providence with strong westerly gale working for Port Tamar latter Part strong breezes from N. N.W. at 9.30 anchored in Port Tamar harbor in 10 fathoms still blowing fresh from the West.

Thursday Feb 12th 1880.

commenced with fine weather and strong breezes from the N. S.W. ship lying with one anchor a head. at 5 P.M. wind died away and we hove up and shaped a course for Cape Pillow Middle Part heavy gales carrying sail and steam heavy to work off a lee shore latter Part heavy gales from N.W. worked over to School Bay and anchored in 7 fathoms with 2 anchors a head at 10 a.m. broke the flue off from the Starboard anchor the Port one dragged we hove them up. and returned to Port Tamar and found a safe anchorage in 6½ fathoms Thus ends

Bound Towards The Arctic Ocean

Friday Feb 13th 1880.

Commenced with heavy gales from N.W. ship lying with 2 anchors ahead and also a line on shore very heavy with waves. Middle Part Fresh gales from W.N.W. with rain. Latter Part still blowing from W.N.W. to N.W. with heavy squalls. Thus ends

Saturday Feb 14th 1880.

Commenced with strong gales from N.W. with rain & hail squalls. Middle Part & Latter Part the same employed in getting in board the broken anchor and bending our spare anchor. Thus ends

Sunday Feb 15th 1880.

Commenced with heavy gales from N.W. ship lying with 2 anchors ahead and a line on shore and steam up. Middle Part more moderate but still blowing heavy. Latter Part Strong gales from W.N.W. with much rain. Thus ends

Monday Feb 16th 1880

Commenced with strong gale from W. to N.W. with heavy squalls all this day the same

Tuesday Feb 17th 1880

Commenced with strong gales from W. with rain squalls got a boat load of mussels from shore and 2 bbbs of sand. Middle Part blowing hard and raining. Latter Part Strong gales and heavy rain at 8 a.m. blowing heavy from W.N.W. got up steam to hold the ship from going ashore at 10 a.m. ship swung around and bumped twice tightly on a smooth rock. Hooped up both anchors and got a different bite. Thus ends

Steamer Mary & Helen M V B Millard ^{Master}

Wednesday Feb 18th 1880.

Commenced with very heavy gales from N. N. W. ship with 2 anchors ahead and steam up. also a hawseer on shore at 3 P.M. more moderate but weather still thick and rainy and Bar very low Middle Part strong breezes from N. N. W. ship riding with 2 anchors ahead Latter Part fresh breezes from North at 7-30 A.M. got the anchors up and steamed out at 11.30 passed Tuesday Bay fresh breezes from North carrying steam and sail much heavy rain

Thursday Feb 19th 1880

Commenced with fresh breezes from N. N. E. at 2 P.M. passed Cape Pillow under all sail and steam at 3.30 P.M. took a sudden gale from N. N. W. took in all sail but lower main top rail & Fore topmast staysail all the sail was safe to carry ship heading N. S. W. under this sail and steam. Middle Part more moderate ship under lower topsails & courses banked the fires at midnight Latter Part strong breezes from N. N. W. at 7 A.M. wore ship to N. N. E. anchors on the bows and chains run & ~~shift~~ cleaned and filled the main boiler with fresh water Thus ends

Lat 53-07.5
Long 76-01.W

Friday Feb 20th 1880.

Commenced with cloudy weather and fresh breezes from N ship close hauled to N. N. W. with all prudent sail out Middle light West winds steering N. N. W. Latter fresh breezes from S W steering N. N. W. under all drawing sail Thus ends

Lat 52-17.5
Long 76-09.W

Bound Towards the Arctic Ocean.

Saturday Feb 21st 1880.

Commenced with fine weather and fresh breezes from S.W. steering N.N.W. under all sail. Middle Part much the same Latter Part fine weather and light winds from N.W. ship close hauled to the W.S.W. Thus ends

Sunday Feb 22^d 1880 Lat 50-31.5
Long 77-21.W

Commenced with strong breezes from N.N.W. ship close hauled to W. under topsails at 3.30 took in upper topsails and split the jib sent it in and repaired it. Middle Part strong breezes from N.W. to W.S.W. at 11 P.M. wore ship to N.N.W. at 1 steering N.W. by Compass, under all sail Latter Part fine weather and fresh breezes from N steering N.W. by Compass bent the jib. Thus ends

Monday Feb 23^d 1880. Lat 50-00.5
Long 78-20.W

Commenced with fine weather and whole sail breezes from W steering N. by W. Middle Part cloudy weather and fresh breezes from W. N.W. ship close hauled to N Latter Part much the same sent up the Fore Top Gallant and Royal yards. Thus ends

Tuesday Feb 24th 1880 Lat 49-14.5
Long 78-40.W

Commenced with hazy weather and fresh breezes from the W. N.W. steering N.E. by N. under all drawing sail Middle Part fine weather and light airs ship hove too at 11 P.M. on different tacks Latter Part fine weather and fresh winds from the West and steering North under all drawing sail. Thus ends

Lat 45-55.5
Long 77-39.W

Steamer Mary & Helen M V B Millard ^{Master}

Wednesday Feb 25th 1880
Commenced with fine weather and
fresh breezes from S.W. steering North.
watch employed in boiling Porpoise blubber
and cleaning and filling the Donskey boiler
Middle Part fine weather and strong breezes
from the South steering N. under gill drawing
sail Latter Part the same Thus ends

Lat 42-33 S

Long 77-55 W

Thursday Feb 26th 1880
Commenced with fine weather and ~~strong~~
breezes from South steering North. Middle
and Latter Part the same steering North

39-26 S

Friday Feb 27th 1880, 77-51
Commenced with fine weather and
fresh breezes from North steering N.W. by N.
Middle & Latter Parts the same watch
employed in filling coal bunkers and
other necessary work Thus ends Lat-36-14 S

Long 78-36 W

Saturday Feb 28th 1880.
Commenced with fine weather and fresh
breezes from S steering N. by W. Middle Part
fine weather and fresh breezes from S.
steering N. by W. by W. Latter Part fine weather
at 5 a.m. raised Juan Fernandez dist-
10 miles, at 9 am sent 2 boats on shore
for fish Thus ends

Sunday Feb 29th 1880
Commenced with squally weather
and strong South winds at 5 Boats
came on board with 3 bbbs of Fish made
all sail steering N.W. at 6.30 spore the
Nautylus bound to Falcahuo Middle
and Latter Part fine and fine breezes
from S steering N.W. Thus ends
No Obs

Bound Towards the Arctic Ocean

Monday March 1st 1880.

Commenced with hazy weather and fresh winds from South steering N.W. Middle Part fine weather and fresh trades steering N.W. Latter Part wind and weather the same all hands employed in cooping Bread & Flour and restowing the ships hold Thus ends

Lat 29-54.8
Long 83-47.W

Tuesday March 2nd 1880

Commenced with fine weather and light S.E. trades steering N.W. under all sail all hands employed in restowing the hold Middle & Latter Part light S.E. trades and cloudy weather steering N.W. watch employed in necessary work Thus ends

Wednesday March 3rd 1880.

Commenced with cloudy weather and light trades steering N.W. Middle Part the same Latter Part nearly calm watch employed in making spungarn steering N.W. Thus ends

Lat 27-20.8

Long 87-22W

Thursday March 4th 1880.

Commenced with fine weather and very light S.E. trades steering N.W. employed in necessary work Middle Part the same Latter Part fine weather and light trades steering N.W. employed in fitting rigging and making spungarn Thus ends

Lat 26.025

Long 89-23W

Steamer Mary and Helen M.V.B. Millard Master

Friday March 5th 1880.
Commenced with fine weather and
light-trades steering N.W. Middle Part
fine weather and light-trades steering
N.W. Latter Part fine and light trades
steering N.W. under all possible sail
all hands employed in setting up the
fore rigging Thus ends Lat 24-41 S
Long 91-32 W

Saturday March 6th 1880.
Commenced with fine weather and
light winds from E to S.E. steering
N.W. watch employed in setting up
the main rigging Middle Part fine weather
and light-trades steering N.W. Latter Part
wind & weather the same employed in
setting up the mizzen and mizzen topmast
rigging Thus ends Lat 23-17 S
Long 93-27 W

Sunday March 7th 1880.
Commenced with fine weather and light
trades steering N.W. under all drawing
sail all hands employed in setting up Fore
and main topmast rigging Middle Part
wind and weather the same steering N.W.
Latter Part fresh trades steering N.W. Thus ends
Lat 21-43 S
Long 95-46 W

Monday March 8th 1880.
Commenced with fine weather and
fresh trades steering N.W. under all possible
sail Middle Part fresh trades steering N.W.
Latter Part the same steering N.W. all hands
employed in seizing off lower rigging
and cutting down smoke stack Thus ends
Lat 19-40 S
Long 98-00 W

Bound Towards the Arctic Ocean

Tuesday March 9th 1880.

Commenced with fine weather and strong trades steering N.W. Middle Part strong trades, steering N.W. under all possible sail. Latter Part fine weather and light trades steering N.W. all hands employed in fitting rigging and painting S Boat. Thus ends

Lat 17-49 S

Long 100-19.W

Wednesday March 10th 1880.

Commenced with fine weather and fresh trades all hands employed in fitting rigging and taring down Middle light-trades steering N.W. Latter Part squally steering from W to N.W. all hands fitting rigging. Thus ends

Lat 16-04 S

Long 102-28.W

Thursday March 11th 1880.

Commenced with fine weather and fresh trades steering N.W. Middle Part same. Latter Part fine weather and light-trades steering N.W. all hands employed in fitting rigging and painting boats. Thus ends

Lat 14-32 S

Long 104-28.W

Friday March 12th 1880.

Commenced with fine weather and light trades steering N.W. Middle Part the same. Latter Part fresh trades steering N.W. all hands taring down and rattling. Thus ends

Lat 12-45 S

Long 106-57.W

Saturday March 13th 1880.

Commenced with fine weather and fresh trades steering N.W. Middle Part squally steering N.W. Latter Part fine weather and light trades steering N.W. all hands employed in taring and rattling down and painting L Boat. Thus ends

Lat 11-05 S

Long 109-02.W

Steamer Mary & Helen M V B Millard Master

Sunday March 14th 1880.
Commenced with fine weather
and fresh trades steering N W all
hands employed in fitting up the rigging
Middle Part fine weather and light-
trades, steering N W. Latter Part the same
Lat 9-41.5
Long 110-51. W

Monday March 15th 1880
Commenced with fine weather and
light trades steering N W Middle & Latter
Part the same all hands employed in
fitting rigging boats & Thus ends Lat 8-36 S
Long 112-19 W

Tuesday March 16th 1880
Commenced with fine weather and
light trades steering N W Middle and
Latter Part fine weather and light trades
steering N W & N all hands employed in
fitting rigging and painting boats
Thus ends Lat 7-00.5
Long 113-49 W

Wednesday March 17th 1880.
Commenced with fine weather and
fresh trades steering N W $\frac{1}{2}$ N. Middle Part
fresh trades steering N W $\frac{1}{2}$ N under all
sail Latter Part light trades steering
N W $\frac{1}{2}$ N employed in working on boats
and rigging Thus ends Lat 4.53.5
Long 115-42 W

Thursday March 18th 1880.
Commenced with fine weather and
light trades steering N W $\frac{1}{2}$ N. at 2 P M raised
a school of Sperm whales lowered 4 boats and
struck to the L Boat Iron come out
Middle Part fine and light trades
Latter Part squally weather and light-
trades steering N W $\frac{1}{2}$ N Thus ends
Lat 3.34.5
Long 117.25. W

Bound Towards the Arctic Ocean

Friday March 19th 1880.

Commenced with fine weather and light trades steering $NW\frac{1}{2}N$ Middle & Latter Part squally weather and light trades watch employed in necessary work Thus ends

Lat 2-34.8

Long 118-14.W

Saturday March 20th 1880.

Commenced with fine weather and light trades steering $NW\frac{1}{2}N$ Middle & Latter Part fine and very light trades steering $NW\frac{1}{2}N$ under all sail employed in Painting boats and washing ship outside Thus ends

Lat 1-40.5

Sunday March 21st 1880. Long 118-53.W

Commenced with fine weather and light trades steering $NW\frac{1}{2}N$ Middle Part light S by trades steering $NW\frac{1}{2}N$ Latter Part light N E trades steering $NW\frac{1}{2}N$ Thus ends

Lat 1-18.8

Long 119-18.W

Monday March 22nd 1880.

Commenced with fine weather and light N E trades steering NNW by Compass Middle Part fine and light airs steering NNW by Compass, Latter Part wind and weather the same steering N by N watch employed in Painting ship outside Thus ends

Lat 00-31.8

Long 119-21.W

Tuesday March 23rd 1880.

Commenced with fine weather and calm at 6.30 got up steam steering N Middle Part calm Latter Part fine and light breezes from SE steering N all hands Painting Ship Thus ends

Lat 1-20.4

Long 119-11.W

Steamer Mary & Helen M V B Millard Master

Saturday April 3rd 1880
Commenced with fine weather and
fresh trades steering W by N $\frac{1}{2}$ N Middle
and Latter Part fine weather and light-
trades steering W by N $\frac{1}{2}$ N Thus ends
Lat 16-50. N
Long 147-25. W

Sunday April 4th 1880.
Commenced with fine weather and
light-trades steering W. N W Middle and
Latter Part fresh N E trades steering W. N W
Thus ends
Lat 18-02. N
Long 150-17. W

Monday April 5th 1880.
Commenced with fine weather and
fresh trades steering W. N W Middle
Part strong trades steering W. N W
Latter Part much the same employed in
oiling the masts
Lat 19-33. N
Long 153-21. W

Tuesday April 6th 1880.
Commenced with fine weather and
light-trades steering W. N W Middle
and Latter Part light-trades steering
W. N W. at 6. a. m. raised the Island of
Hawaii dist-20 miles Thus ends
Lat 20-33. N
Long 155-23. W

Wednesday April 7th 1880.
Commenced with fine weather and
light-trades steering W. N W Middle Part
fine weather and light airs steering W by N
Latter Part fine and strong trades steering
from W by N to W by S raised Oahu at
10.30 Thus ends
Lat —

Bound Towards the Arctic Ocean

Thursday April 8th 1880.

Commenced with fine weather and strong trades arrived off Honolulu Bay and Capt. L. C. Owen came on board and took charge of the Maury & Helen fueled all sail got up steam and went into the pier and made ship fast to Middle Port fine all hands on shore Latter Part. Put our oil on shore all hands emp in restoring ship and getting on board stores. hurrying to get out Thus ends

Friday April 9th 1880.

Fine employed in taking on board Potatoes and other stores Middle Port all hands on shore Latter Part fine all hands employed in taking in coal and stores. Thus ends

Saturday April 10th 1880.

Commenced with fine weather and light trades all hands taking in coal Middle Port all hands on liberty Latter Part fine employed in taking in coal. Thus ends

Sunday April 11th 1880.

Commenced with fine weather and light airs. finished coaling at 4 Pm and got ship ready to go out side took a pilot at 5 and cast off the lines discharged the pilot at 6 Pm. Middle Port standing off and on at Diamond Head Latter Part fine weather and fresh trades clearing up the decks stowing anchors and H. C. Captain came off at 11 Am with some more men and a 5th mate and kept the ship off to the Westward
Lat 21-15 N
Long 158-28 W
Thus ends

Found a Stowaway on board named Charles Thompson Capt has agreed to give him green hands pay. Charles Thompson
Hearke Reynolds
Barnham E. Gay

James Porter shipped at this Port Honolulu
deserted this day Apr 10th 1880

Steamer Mary & Helen L. C. Owen Master

Monday April 12th 1880.

Commenced with fine weather and fresh trades steering W by S $\frac{1}{2}$ S. under all possible sail Middle Part fine weather and light trades steering W by S $\frac{1}{2}$ S under all sail passed Attoic Latter Part fine weather steering from W to. NW. employed in Buoys Slops and other necessary work. Passed 3 small Islands Thus ends

Long Lat 22-00 N W
160 10 W

Tuesday April 13th 1880.

Commenced with fine weather and fresh trades steering NW. Middle Part fine weather and strong trades steering N W by $\frac{1}{2}$ W at 12 passed Bird Island Latter Part stowed down spare anchor and put out cuttin stage Thus ends

Lat 24-12 N

Long 163-35 W

Wednesday April 14th 1880.

Commenced with fine weather and strong trades steering NW. employed in making set S.B. Boat davits Middle Part fine weather and fresh trades steering NW Latter Part same watch employed in necessary work Thus ends

Lat 27-12 N

Long 166-35 W

Thursday April 15th 1880

Commenced with strong trades steering NW employed in necessary work at the ship Middle Part strong trades steering NW by W. Latter Part made the same course NW by W. watch employed in fitting the ship for whaling Thus ends

Lat 30-47 N

Long 168-30 W

Bound Towards the Arctic Ocean

Friday April 16th 1880.

Commenced with fine weather and fresh trades steering N.W. by N. Middle Part fine weather and fresh breezes from S.E. steering N.W. by N. Latter rainy and strong S.E. wind steering N.W. by N. under all sail Thus ends

Lat 33-39.N
Long 170-03.W

Saturday April 17th 1880.

Commenced with rainy weather and fresh breezes from S.E. to W steering N.W. by N under all sail Middle Part strong gales from the N.N.E. ship close hauled to the Westward under lower topsails and Foresail Latter Part more moderate wind E.N.E. ship close hauled made some sail Thus ends

Lat 34-42.N
Long 171-08.W

Sunday April 18th 1880.

Commenced with fine weather and fresh breezes from E.N.E. ship close hauled to N by W. all prudent sail set Middle Part light airs from N.E. ship close hauled to N.N.W. Latter Part foggy weather and light airs from North at 7 a.m. got steam and furled all sail steering N by W. Thus ends

Lat 36-36.N
Long 171-18.W

Monday April 19th 1880.

Commenced with light-airs from N steering N by W ship under steam Middle Part fine weather and light Westerly winds steering N by W under steam Latter Part light breezes from the Westward at 5 a.m. blowed off the boiler and made all sail steering N by W $\frac{1}{2}$ W employed in making a crows nest and other work Thus ends

Lat 39-02.N
Long 171-49.W

Steamer Mary & Herald C Owen Master.

Tuesday April 20th 1880.

Commenced with fine weather and light breeze from the Westrd. Middle Part fine weather and light winds from the Westrd steering N. by. $N\frac{1}{2}W$. Latter Part fine rain and light breezes from the S.W. steering N. by. $N\frac{1}{2}W$. Thus ends No Obs

Wednesday April 21st 1880.

Commenced with light-Southerly winds steering N by $N\frac{1}{2}W$ employed in bending Fore Staysail and making a crows nest. Middle Part. Strong Westely gales steering N.N.W. under all prudent sail Latter Part the same Lat 44-42 N

Long 170-58.W

Thursday April 22^d 1880

Commenced with strong gales from W to NW ship close hauled to the Northrd under easy sail Middle Part. More moderate set all sail wore ship heading W. Latter Part fine weather and light airs from W at 7 a.m. wore ship to the Northrd all hands employed in fitting crows nest and rigging S. B. Boat. Thus ends Lat 45-02 N

Long 171-05 W

Friday April 23^d 1880.

Commenced with fine weather and light winds from N. S.W. steering N.W. by N. under all sail Middle Part the same Latter Part fresh gales from the S.S.E. steering N.N.W. under all drawing sail Thus ends Lat 48-22 N

Long 172- - 22 W

Bound Towards The Arctic Ocean

Saturday April 24th 1880.

Commenced with fine weather and fresh breezes from the South steering N. by W. broke out Flour and Hams Middle Part fine weather and fresh Easterly winds steering from N by W to N $\frac{1}{2}$ W Latter Part hazy weather and fresh breezes from N. N. E. ship close hauled to the N W. watch employees in breaking out ship Thus ends Lat 51-20 N Long 173-16 W

Sunday April 25th 1880.

Commenced with hazy weather and light N N E winds ship close hauled on diftacks, Middle Part thick weather and light East-erly winds ship close hauled on different tacks Latter Part fresh breezes from East ship working to windward under steam & sail Thus ends

Monday April 26th 1880.

Commenced with fresh breezes ship working to windward under steam and sail at 4 P M passed to the East of Seymour Isle and kept the ship off N W. Middle Part Strong breezes from E steering N W under all sail Latter Part the same employ in breaking out and restowing the hold Thus ends Lat 55-13 N Long 175-44 W

Tuesday April 27th 1880.

Commenced with Strong gales from S E. steering N W. under all prudent sail Middle Part heavy gales from E. S E. to S E steering N W come down to lower topails much rain and snow Latter Part much the same set fore sail & main topail Thus ends Lat 58-37 N Long 179-29 W

Steamer Mary & Helen L. C. Owen Master

Wednesday Apr 28th 1880.

Commenced with strong S.E. wind steering from N.W. to N.W. by N. under all prudent sail Middle Part fresh gales from S.E. steering N.W. by N. at 9 P.M. took in all but lower topails and hove too heading N.E. Latter Part fresh S.E. gales with snow at 3 A.M. Kept ship off N.W.W. made all prudent sail Thus ends No Obs

Thursday April 29th 1880.

Commenced with strong S.E. winds steering N.W.W. with snow and rain at 5 P.M. raised the Ice and came down to the 2 lower topails Middle Part thick weather lying off and on the pack Latter Part the same No Obs

Friday Apr 30th 1880.

Commenced with ~~thick~~ weather and snow lying off and on the pack Middle Part the same Latter Part strong N.E. winds at day light raised the ship Rainbow and raised Cape Navarine spoke the R at 11.30 Thus ends No Obs

Saturday May 1st 1880.

Commenced with foggy weather gamming with the Rainbow Middle Part off and on the pack Latter Part fine fine weather and fresh breezes from N.E. 8 ships in sight all working in to the land 3 of them boiling and saw several Bowheads Thus ends

Sunday May 2nd 1880.

Commenced with fine weather and light N.E. winds working in towards Cape Navarine spoke the Rainbow Middle Part Off and on the pack Latter Part calm gammed with Barks Progress, John Howland Rainbow Norman Tom Pope Thus ends

Lat 61-59N

Lat by Det 61-00N
Long " " 179-00E
Cape Navarine dist 40m
bearing N by W by compass

In Bering SeaMonday May 3rd 1880.

Commenced with fine weather and calm several Bowheads seen and Progress got one Middle Part fine weather at 8 P.M. lowered 4 boats for a Bowhead without success returned at 10. lowered again at 3-30 and came on board at 7. Latter Part fine weather employed in reeling cutting falls and other work Thus ends Lat 61-55N

Tuesday May 4th 1880.

Commenced with fine weather and light airs from SW several whales seen John Howland got one 11 ships in Co very little water in sight at 4 P.M. put out S.B. Boat. Middle Part fine weather and calm Latter Part fine weather and light SW winds all 4 boats down for whales without success Thus ends ship Off Cape Navarin

Wednesday May 5th 1880.

Commenced with fine weather and light Westerly winds spoke the Bark Sea Breeze Norman Abm Barker and Dawn lowered at 7.30 P.M. for Bowhead with out success Progress got a whale to day. Middle Part fine weather and calm Latter Part same got up steam at 7 a.m. and steamed offshore and got Mr Graves and 4th mate out of Brig Huddell Lat 61.46N Thus ends

Thursday May 6th 1880.

Commenced with light SE winds steaming towards Cape Navarin Ice very heavy spoke the Sea Breeze and Norman. Middle Part fine weather and calm Ice bound Latter Part foggy and snow light winds from SW steering in Towards Cape Navarin under steam and sail Thus ends No obs

Steamer Mary and Helen L. C. Owen Master

Friday May 7th 1880.

Commenced with fine weather and light airs, steering N. N. W. under steam and sail arrived off Cape Navarin at 5 P.M. natives came on board to trade. Middle Part light airs and fine weather ship working up towards Cape Thaddeus. Latter Part same very little clear water thus ends

Saturday May 8th 1880.

Commenced with foggy and snowy weather strong S. E. winds natives came off to trade took in all sail off Cape Thaddeus and ship drifting Middle Part. fresh gales from S. E. to S. W. ship Laying too in the ice with very little water all sail fuzled Latter Part blowing heavy from S. S. W. ship off and on at Cape Thaddeus thus ends

Sunday May 9th 1880.

Commenced with fine weather and strong S. S. W. winds, ship off and on the land Middle Part blowing hard from the S. S. W. ship working among stream ice Latter Part the same got steam at 8 am and steamed to windward of all the ice wind moderated and set all sail Lat 63.10 N Long 179.44 W

Monday May 10th 1880.

Commenced with fine weather and fresh breezes from S. S. W. ship close hauled working Towards Cape Thaddeus at 4 P.M. raised 2 whalers to windward running towards us at 5.30 P.M. spoke the Bl Sea Breeze Middle Part fine and light airs ship lying a back off the pack, Latter Part same thick fog none more braces thus ends

In The Bering Sea

Tuesday May 11th 1880.
Commenced with fine weather but
thick ship lying ahead Middle Part thick weather
and light NW winds ship ahead on dif tack
Latter Part fine weather and light-Southerly winds
steering off to the NE saw the Sea Breeze cutting in
a whale Thus ends Lat 63-23N

Long 178-10.W

Wednesday May 12th 1880
Commenced with fine weather and light-
winds from S at 1.P.M. spoke BN S Breeze just cut
in 100 bbl whale got steam at 4.P.M. and took
the Ice working to the NE for Flover Bay Middle
Part same Latter Part luffed too to make a mat
of rope and chain for the cut water which is
badly broken by the ice. Thus ends Lat 63-54N

Long 176-47W

Thursday May 13th 1880.
Commenced with fine weather and
light NW winds got steam at 2 P.M. and
started again for Flover Bay very little water
in sight 2 ships in sight but no chance
for a sailing vessel here Middle Part calm
and foggy laying to under banded fires in thick
Latter Part thick snow storm steaming in towards
the land Thus ends Lat 64-29N

Friday May 14th 1880.
Commenced with thick snow storm and SE
winds saw the land at 3 P.M. west of Flover Bay
Middle Part fine weather steamed until 12 and
raised the fires Latter Part fine weather and
light winds from S.S.E. got steam at 9.30
and steamed along shore to the westward at 2 P.M.
off the mouth of Flover Bay Thus ends

Steamer Mary & Helen L Owen Master

Sat May 16th 1880.

Commenced with fine weather and light S. S. W. winds steaming in towards Plover Bay dist 8 miles Middle Part fine weather and light N. E. winds steaming in to Plover Bay arrived there at 2 A.M. natives came on board Latter Part fine steamed up to Marcus Bay Thus ends

Sunday May 17th 1880.

Commenced with fine weather and fresh breezes from N. E. at 2 P.M. anchored in 7 fathoms off Indian Point all 5 boats down cruising for whales Middle Part light winds from S. W. got anchor at 3 A.M. and went around Indian Point Latter Part light air and calm, 4 boats off cruising for whales and returned at 11 A.M. Thus ends

Monday May 18th 1880.

Commenced with calm weather and snow at 3.30 wind sprung up sudden from N. E. got up steam and took the anchor and stood off shore both anchors in the shoes Middle Part strong gales from E. N. E. ship off and on at Marcus Bay under easy sail Latter Part fine weather anchored off East-head of Plover Bay at 10.30 Thus ends

Tuesday May 19th 1880.

Commenced with fine weather and fresh breezes from N. N. E. two boats off the others bearing out hdd and filling coal bunkers Middle Part the same Latter Part light weather got under weigh at 7 A.M. and stood to westward natives on board under steam Thus ends

Cruising In the Bering Sea

Wednesday May 20th 1880.

Commenced with fine weather and fresh N N W winds, steaming to westward along shore. at 2.30 P M anchored in John Howland Bay Middle Part fine weather and fresh gales from N. N. E. furled all sail Latter Part. same watches employed in restoring Starb side for hold Thus ends

Thursday May 21st 1880.

Commenced with thick weather got ship all cleared up Middle Part same Latter Part light Easterly winds at 6.30 a m got ship under weigh and commenced working towards Indian Point at 9 a m got steam and furled all sail. Thus ends

Friday, May 22^d 1880.

Commenced with thick Easterly weather steering for Ind Point under steam. Middle Part fine weather and fresh N E winds, stood over towards St. Lawrence Isle came back and anchored in Marens Bay at 10 P M in 7 fathrs Latter Part fine weather and light winds from the S. E. got under weigh at 6.30 and steered for St. Lawrence Isle under all drawing sail Thus ends

Saturday May 23^d 1880.

Commenced with fine weather and and light N E winds at 4 P M off St. Lawrence Isle and natives came off had seen plenty of whales and caught one. very little ice. at 5.30 P M saw 3 Bowheads lowered without success Latter Part light air and calm netries came from shore saw one whale and lowered 5 boats without success Thus ends

Steamer Mary + Helen L. C. Owen. Master.

Sunday May 24th 1880.

Commenced with light baf winds at 1 P.M. raised a Bowhead lowered and struck to the Waist-Boat took whale alongside and commenced to cut Middle Part fine and light- girs finished cutting at 9 P.M. saw one ship. Latter Part thick weather and light winds from North ship tacking about in light- ice, one ship in sight- supposed to be the John Howland. Thus ends

Lat 64-20 N

Monday May 24th 1880 Long 170-17 W

Commenced with thick weather and light North winds Middle Part fine weather and light winds from N steering N.E. by E. spoke the Bark John Howland Latter Part fine weather and light bafflin winds working to the N.E. Thus ends

Lat 64-30 N

Long 169-22 W

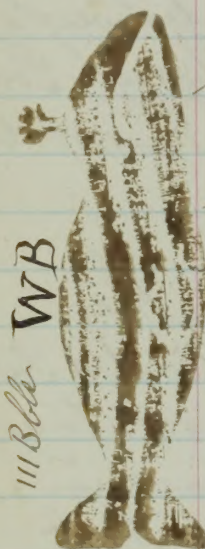
Tuesday May 25th 1880

Commenced with fine weather and calms gained with the John Howland at 5 P.M. got up steam steering W. N.W. through scattering ice Middle Part thick weather and light winds from the North steering W. N.W. in Co with the J. Howland watoles employed in scraping bone Latter Part thick and light Northwly winds steering to the Westrd under all sail blowed off the boiler at 7 A.M. Thus ends

Wednesday May 26th 1880.

Commenced with calm weather got up steam at 4 P.M. steering NW for Flower Bay John Howland in tow. raised the land at 12.30 P.M. Middle Part fine weather and calm steamed in and anchored off St- Lawrence Bay in lee with John Howland employed in trying out Latter Part got under weigh and stood off shore Thus ends

St- Lawrence Sale
Bearing S by W
Dist. 20 miles



Cruising In the Berhing Straits

Thursday May 27th 1880.

Commenced with thick weather and light South winds stood in and anchored off north Head of St. Lawrence Bay in lee with J. Howland and Sea Breeze and Helen Mar. Middle Part thick weather and light winds from S all hands Boiling Latter Part thick snow storm and light winds got under weigh at 7 am and worked south under steam and sail all hands employed in stowing down Thus ends

Friday May 28th 1880.

Commenced with fresh gales from NE ship tacking abt in the ice finished stowing at 6 PM Middle Part fresh gales from NW plenty of ice ship tacking about in the ice Latter Part wind and weather the same steering for Indian point Thus ends

Saturday May 29th 1880.

Commenced with foggy and snowy weather. at 2 PM anchored at Indian Point and got under weigh at 4. steering for Flower Bay in lee with the Sawyer and Francis Palmer Middle Part fine weather and fresh NE winds steering towards East head anchored at 12 o'clock in 11 fathoms and furled all sail Latter Part fine weather and light Easterly winds steered ship under weigh at 7 am made all sail steering to the westward Thus ends

Sunday May 30th 1880.

Commenced with fine weather and light westerly winds got steam at 4 PM steaming to the Westward spoke two trading Schooners Middle Part fine and calm steaming towards Cape Berhing arrived there at 3.30 am and made all sail natives reported no whales Latter Part light westerly winds steering to Eastward along the land Thus ends

Steamer Mary & Helen L. C. Owen Master.

Monday May 31st 1880.

Commenced with fine weather and light Westerly winds steering to the Eastward along the land at 2 P.M. spoke the Bark Hunter Middle Part calm Latter Part light North winds steering to the Eastward along the land 2 ships in sight Thus ends

Tuesday June 1st 1880.

Commenced with fine weather and fresh breezes steering to the Eastward watch employed in sending up the main top gallant stay at 3 P.M. anchored in 11 fathoms water near East Head Middle Part spoke the Hunter Coral Helen Mar and Francis Palmer. at 3 a.m. got ship under weigh and stood over towards St-Lawrence Island under all sail wind fresh from N.E. Latter Part fresh breezes from N.E. steering towards St-Lawrence Isl. Thus ends

Wednesday June 2nd 1880.

Commenced with light airs from the Eastward at 5 P.M. anchored off S.W. cape and natives came on board also Bark Hunter and Helen Mar in Co. Middle Part fine weather and light Easterly winds at 1.30 A.M. got ship under weigh and stood off and on until morning Latter Part fine weather and fresh breeze from the N.E. ship close hauled to the Northward Thus ends

Thursday June 3rd 1880.

Commenced with fine weather and fresh Easterly winds ship close hauled working up the Straits at 5 P.M. spoke Bark Hunter and got some axes Middle Part thick weather ship working up the Straits under all sail with N.E. winds Latter Part fine weather and fresh breezes from N.E. ship close hauled working up the Straits saw Kings Island and plenty of Ice and devilfish

Cruising In the Bering Sea and Straits.

Friday June 4th 1880

Commenced with fresh NE winds ship close hauled working up Bering Straits Middle Part the same at 5 A.M. Tacked ship off South Head Latter Part fine weather and fresh gales from N. N.E. anchored off North Head at 11.30 Thus ends

Saturday June 5th 1880.

Commenced with fine weather watch imp loyed in necessary work, several ships came in and 2 of them the Tom Pope and Norman were boiling Middle Part fine weather got ship under weigh and stood across the Straits at 5 A.M. lowered all 5 boats for bowheads with out success Latter Part chasing whales came on board at 11 a.m. Thus ends

Sunday June 6th 1880.

Commenced with fine weather and light Northerly winds ship working up to East Cape 8 ships in sight. Middle Part fine weather and light breezes from North ship off and on the ice Latter Part fine weather and light gales from North anchored at 11. a.m. off Cape Lutke for water Thus ends

Monday June 7th 1880.

Commenced with calm weather and fine weather all hands employed in getting water Middle Part the same got 250 Bbls Latter Part got up the anchor and steered to the East Thus ends

Steamer Mary & Helen L. C. Owen. Master.

Tuesday June 8th 1880
Commenced with fine weather and fresh breezes from the South steering off shore to the Eastward spoke the Barth Hunter at the 1. P.M. at 4 P.M. strong North winds ship working up the Straits under topsails Middle Part thick and snowy weather and strong breeze from N.E. ship close hauled working up the Straits in co with 6 other ships Thus ends

Wednesday June 9th 1880.
Commenced with quite fine weather and whole sail breeze from N.E. ship working up the Straits. Middle Part fine weather and fresh breezes from N.E. ship working up towards Cape Sledgeberg passed East Cape at 8 P.M. Latter Part fine and calm spoke BK's Sea Breeze Helen May and Rainbow got tidings of the missing ships and got steam at 11.30 and steering to the North trying to get around the ice Thus ends

Thursday June 10th 1880.
Commenced with fine weather and light bafflin winds steering to the North under steam Middle Part fine and fresh S.E. winds steering N.N.E. under all sail Banned the fires at 6 P.M. Latter Part fine weather and strong S.E. winds ship working towards Point Hope plenty of clear water Thus ends

Friday June 11th 1880.
Commenced with fine weather and light winds from S.E. steering to the N.E. for Point Hope at 5 P.M. arrived off Point Hope and natives came on board but no tidings of the missing ships Middle Part strong South winds beating off shore under steam and sail Latter Part thick and fresh breezes from South ship working along the Floe ice Thus ends

Cruising In The Arctic Regions

Saturday June 12th 1880.

Commenced with fine weather and fresh breezes from South close hauled on diff tacks. Middle Part rainy and fresh breezes from the Westrd ship close hauled on diff tacks no ice. Latter Part fine weather and fresh breezes from W ship close hauled to the Westrd on diff tacks very little ice in sight - Lat 67-49N

Sunday June 13th 1880.

Commenced with fine weather and fresh breezes from W. ship close hauled working to the Westrd. Middle Part the same. Latter Part fine weather and light breezes from W ship close hauled to the Southrd at 9 am spoke Tom Pope 120 Walrus no ice in sight - same times raised East Cape & Seomedes. Thus ends

Monday June 14th 1880.

Commenced with fine weather and light westerly winds steering to the South at 12.30 saw 4 ships Walrus in Middle Part working up to the ships. Latter Part spoke schooner J.S. Ward Fleetwing & Norman from 3 to 500 Walrus each. Latter Part light airs and calm ship working to the Westrd

Tuesday June 15th 1880.

Commenced with light winds from W ship working to the Westrd under all sail. Middle Part thick and fresh breezes from the Westrd steering N.E. Latter Part fine and light. Southerly winds employed in Walrusing got 13. Thus ends Lat 67-32N

13
Walrus

Steamer, Mary & Helen L. Owen. Master.

Wednesday June 16th 1880.

Commenced with fine weather and light-air & calms employed in walrusing in co with the BK Rainbow spoke the Hunter and Brig Tropic Bird got 15 walrus Middle Part strong northerly winds employed in clearing up the walrus blubber Latter Part fine weather and fresh breezes from the N.N.W. ship close hauled to the N.E. several ships in sight Thus ends Lat 67-37

Thursday June 17th 1880.

Commenced with fine weather and fresh breezes from the N.N.W. ship close hauled to the N.E. at 4 P.M. spoke the BK Sawn & Rainbow Middle Part ship off and on the pack Cape Tompson in sight Latter Part fine weather and light breezes from N.N.W. ship working among the ice at 7.30 raised a bowhead & lowered 5 boats and struck to the L.B. at 10. a.m. Iron come out Thus ends

Friday June 18th 1880.

Commenced with fine weather and light winds from N.N.W. ship working among ice looking for whales at 5 P.M. spoke BK Helen-Mary and Rainbow. Middle Part fine weather and fresh breezes ship working among ice Latter Part whole sail breezes from N.N.W. ship working up to Point Hope along the floe ice Rainbow in co Thus ends

Cruising In The Arctic Ocean

Saturday June 19th 1880.

Commenced with fine weather and fresh breezes ship beating up to Point Hope at 6 PM lowered for bowheads 5 boats Rainbow got one Middle Part fine weather and fresh breezes from S ship working S. Latter Part blowing strong with snow & Rain Arden Mar got a bowhead Thus ends

Sunday June 20th 1880.

Commenced with strong South winds and rain ship lying aback around the ice Middle Part fine weather and light N W winds ship working up for Cape Thompson Latter Part the same employed in boiling walrus turned up 23 bls 28 fish

Monday June 21st 1880.

Commenced with fine weather and light N W winds ship working up to Point Hope Middle Part fine weather and light puffin winds Latter Part cloudy weather and fresh breezes from S & to S ship working to windward Thus ends

Tuesday June 22nd 1880. Lat 67-59

Commenced with fine weather and whole sail breeze from S. S. E. ship close hauled in clear water Middle Part foggy weather and calm Latter Part fresh breezes from S. E. to S. ship working to the Westward along the ice Thus ends

Wednesday June 23rd 1880.

Commenced with fine weather and whole sail breezes from S. S. E. ship close hauled to S. S. W. Middle Part fine weather and light air and calms plenty of ice to the North saw 9 sail Latter Part calms and thick fog spoke the Pom Pope 400 bls this season Thus ends

Steamer Mary & Helen L. E. Owen Master

Thursday June 24th 1880.

Commenced with light airs from S and thick fog employed in making Main & gallant Staysail ship lying aback Lat Middle Part thick fog lying aback, Latter Part fine weather and fresh breezes from E. S.E. ship close hauled on diphthack spoke the Barb Coral Thus ends

Lat 68-15 N
Long 168-50 W

Friday June 25th 1880.

Commenced with fine weather and fresh breezes from S.E. ship close hauled to the Eastward spoke the Norman and Helen Mar Middle Part fine weather and light winds ship working to the S.E. Latter Part fine and light S.E. winds ship working up along the land at noon off Cape Hope natives came on board Thus ends

Saturday June 26th 1880.

Commenced with fine weather and light winds from S.E. steering along the land towards Cape Lisburne watch employed in making Main Staysail Middle Part fine and calm Latter Part much the steam watch employed in washing bone A noon off Point Hope

Sunday June 27th 1880.

Commenced with fine weather and calm got steam at 2 P.M. and steamed just north of Point Hope anchored at 6 P.M. Middle Part fine & calm watches getting wood Latter Part fine and light S.E. winds hove anchor at 6 A.M. and steamed up to Cape Lisburne with Wood could get no farther. Thus ends

Cruising in The Arctic Ocean

Monday June 28th 1880.

Commenced with fine weather and light S.W. winds steaming to the Southward at 2 P.M. made fast to the Floe Ice and commenced getting wood Middle Part fine and calm all hands getting wood Latter Part fine and strong breezes from N.W. made sail at 7.30 A.M. and stood to the Southward Thus ends

Tuesday June 29th 1880.

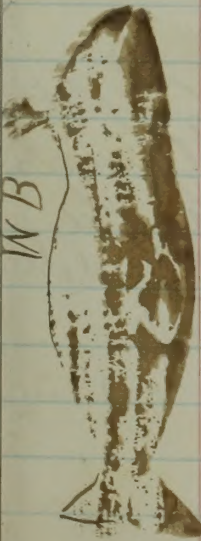
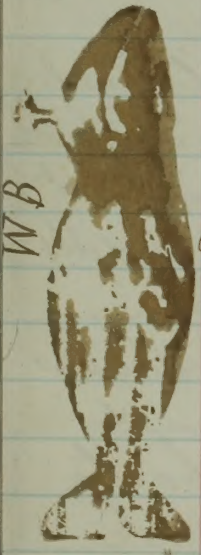
Commenced with fine weather and strong N.W. winds ship working to Westward at 3 P.M. wind hauled to the N by E at 6.30 P.M. anchored just S.W. of Point Hope Middle Part fine and a gale from N all hands stowing down wood Thus ends

Wednesday June 30th 1880.

Commenced with fine weather and fresh gale of wind from N employed in getting an ice mat ready spoke the schooner Alaska Barker Coral Helen Mar and Eliza Middle Part fine and more moderate employed in getting Provisions from Helen Mar received on board the following 3226 lbs bread 12 bbls Flour 5 bbls beef 5 bbls Pork & 1525 bbls contain ers and to be returned at San Francisco or Paid at San Francisco prices & gave an order to that effect. Latter Part fine weather and light winds from North ship close hauled towards Cape Lisburne Thus ends

Thursday July 1st 1880.

Commenced with fine weather and light Northwesterly winds and plenty of clear water. at 4 P.M. raised several still bowheads lowered several & boats and struck to the W.B. Middle Part cutting in Latter Part strong North winds raised whales and lowered again and struck again to the W.B. ends fine and light winds anchored and cut in Thus ends



Steamer Mary & Helen L. C. Owen Master.

Friday July 2^d 1880.

Commenced with fine weather and calm got steam and steamed up to Cape Lisbyrne and came back again. Latter Part fine and light air from North raised whales again and lowered 5 boats and struck to the B.B. anchors and cut in. Thus ends

Saturday July 3^d 1880.

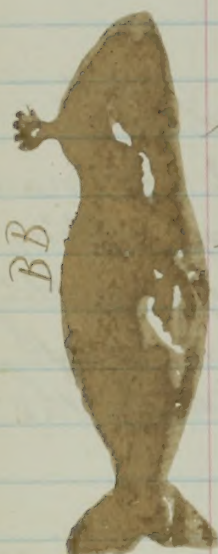
Commenced with fine weather and light air from North all hands cutting up Blubber and bone Middle Part fine weather and light N.W. winds at 7 P.M. got ship under weigh and run off to the South saw the Abm. Barker take a whale. Latter Part fine at 6 A.M. spoke the Abm. Barker. Thus ends

Sunday July 4th 1880.

Commenced with fine weather and fresh breezes from North ship close hauled on drifters at 5 P.M. lowered 4 boats for a whale without success at 7.30 P.M. spoke the Fleet Wing. Middle Part fine weather and light breezes from N.W. at 3.30 P.M. lowered 5 boats for whales and the Fleet Wing got one got steam and chased the whales until 10 lowered 5 boats again and lost run of them. Thus ends

Monday July 5th 1880.

Commenced with fine weather and light S.W. winds steaming and sailing up towards Point Hope at 6.30 P.M. gam'd with the Abiam Barker, all hands breaking out Middle Part fine weather and calm trying out. Latter Part same steaming among ice looking for whales. Thus ends



Cruising In The Arctic Ocean.

Tuesday July 6th 1880.

Commenced with fine weather and light Easterly winds cruising for whales under steam and sail Middle Part fine weather and fresh breezes from NW. ship off and on the land Latter Part anchor to stow down wind NW weather fine and the pack in sight - Thus ends

Wednesday July 7th 1880.

Commenced with fine weather and fresh breezes from NW. ship to anchor all hands stowing down and trying out Middle Part and Latter Part fine weather and calm took anchor at 7 a.m. got ship under weigh and anchored at 11 a.m. to get wood all hands to get wood Latter Part wind and weather, . Thus ends.

Thursday July 8th 1880.

Commenced with fine weather and light winds from S.E. ship to an anchor boiling Middle Part wind fresh and up furled all sail Latter Part strong S.E. winds all hands employed in stowing down. Thus ends

Friday July 9th 1880.

Commenced with fine weather and strong breezes from S.E. all hands stowing down and trying out at 7 P.m. got ship under weigh and run down towards Cape Lisburne Middle Part fresh gales steaming and sailing to the NE Latter Part wind and weather the same anchored at 10 a.m. in 4 fathoms water Thus ends

Steamer Mary & Helen L. C. Owen Master

Saturday July 10th 1889.

Commenced with fine weather and strong gales from S.E. all hands trying out ship anchored near Cape Beaufort. Middle Part strong breezes from the S.E. watch employed in stowing down. Latter Part foggy and rainy weather and calm got up the anchor at 7 a.m. and steamed to N.E. as far as the ice would permit. Thus ends

Sunday July 11th 1880.

Commenced with calm weather and fog at 1 P.M. got the ship ashore on a sand bank carried out starboard anchor and a small kedge and hove her off and anchored at 3.30 in 4 fathoms water all boats sent after wood. Middle Part foggy weather watch employed in wooding. got ship under weigh at 7 a.m. Latter Part steering to the north under steam. And watch employed in scraping bone. Thus ends

Monday July 12th 1880.

Commenced with fine weather and fresh breezes from the Westward steering to the Southward under steam and sail at 2 P.M. furled all sail raised Bowheads at the same time lowered all 4 Boats and struck to the S Boat and lost a line Cape Lisburne bearing S by W dist 25 miles. Middle Part employed in chasing whales. Latter Part the same plenty of whales but no wind to strike them

Cruising In The Arctic Ocean

Tuesday July 13th 1880.

Commenced with fine weather and plenty of whales at 2 P.M. struck to the B.B. at 10 P.M. struck to the L.B. and the Iron came out at 1. struck to the Bow Boat and saved them both came on board and commenced to cut Middle Part fine all hands cutting Latter Part same finished cutting at 10.30 Thus ends

Wednesday July 14th 1880.

Commenced with fine weather and calm saw 4 bowheads all hands sent below to sleep called them in one hour and lowered 5 boats and struck to the W.B. took whale alongside and cut him at 3.30 a.m. struck and got another to the S. Boat. and cut him Cape Lisburne bearing S by W compass dist-30 miles plenty of whales and ice Thus ends

Thursday July 15th 1880.

Commenced with fine weather and calm all 5 Boats chasing whales Middle Part fine and fresh N.W. winds ship drifting with the ice thick fog setting in at 6 a.m. and commenced to boil Latter Part. fine weather and light winds from S.W. all 5 boats down chasing whales, Thus ends

Friday July 16th 1880.

Commenced with fine weather and calm watch employed in boiling Middle Part thick fog and light Westerly winds saw 4 whales & lowered without success Latter Part thick weather and calm watch employed in boiling Thus ends

Steamer Mary H. Allen L. C. Owens Master.

Saturday July 17th 1880.

Commenced with thick rainy weather and calms got steam at 3.30 and steamed to the N.E. at 10 P.M. lowered for 2 whales set in, thick and came on board Middle Part thick fog lying aback Latter Part fine and light southerly winds steering to the S.W. all hands boiling and stowing oil Thus ends

Sunday July 18th 1880.

Commenced with fine weather and light S.W. winds steering N by W. all hands stowing down Middle Part strong S.W. winds ship under short sail boiling Latter Part got steam and steamed in to the land and made the ship fast to the Ice all hands employed in boiling, scraping bone and other

Monday July 19th 1880.

Commenced with fresh gales from N.W. let go of the ice and stood out side employed in boiling, stowing down and scraping bone. Middle Part strong breezes from the N.W. ship close hauled under steam & sail working to Westward employed in trying out Latter Part much the same ship working ice all hands scraping bone and trying out Thus ends

Tuesday July 20th 1880.

Commenced with fine weather and light westerly winds ship working in to Cape Lisburne anchored at 5.30 in 5 fathoms water 30 fath chain Middle Part fine and calm all hands scraping bone and trying out Latter Part fine and calm all hands stowing oil trying out and scraping bone Thus ends

Cruising In The Arctic Ocean

Wednesday July 21st 1880.

Commenced with light airs and calm all hands stowing down Middle Part fine weather and fresh breezes from S.E. ship to an anchor 60 fathoms chain out Latter Part fresh gales from S.E. and fine weather watch employed in scraping bone and trying out at 11 A.M. hove up the anchor and steamed around on the north side of Cape Lisburne Thus ends

Thursday July 22nd 1880.

Commenced with strong gales from S.E. anchored at 4 P.M. watch employed in trying out and scraping bone Middle Part strong gales from S.E. ship with both anchors ahead Latter Part rainy and squally weather employed in boiling Thus ends

Friday July 23rd 1880.

Commenced with foggy and rainy weather and light bafflin winds hove up the 2nd anchor watch employed in boiling at 5 P.M. spoke the Relief vessel from San Francisco at 10.30 P.M. got under weigh on account of the ice and anchored off the Cape Lisburne cooled down at 6 A.M. at same time raised the Legal Tender coming in to an anchor hove up our anchor and found the stock broken got it in and put out another went out and towed in the legal tender ends five ships anchored 6 miles South of Cape Lisburne all hands cooping oil Thus ends

Steamer Mary + Helen L C Owen Master

Saturday July 24th 1880

Commenced with strong South winds
both ships got under weigh and anchor
and north of Cape Disburne all hands
scraping bone Middle Part much the
same Latter Part more moderate
Thus ends

Sunday July 25th 1880.

Commenced with strong S winds
at 5 Pm got up anchor and steamed
along side of the L Tender to ship oil
Middle Part fine weather shipped 326.
bbls of oil and finished at 5 am
Latter Part fine all hands turned in

Monday July 26th 1880.

Commenced with light S W winds all
hands employed in washing bone and
filling coal bunkers. Middle Part light
S W to N E. winds watch employed in washing
bone Latter Part calm all hands washing
bone Thus ends

Tuesday July 27th 1880

Commenced with thick fog and calms
watch employed in washing bone at 4 Pm.
hove up anchor and went around south side of
Cape Disburne Middle Part thick fog and
light Southerly winds finished the bone at 9 Pm
Latter Part foggy and rainy weather all hands
trying to dry bone and marring it - Thus ends

Cruising In The Arctic Ocean

Wednesday July 28th 1880.

Commenced with thick rainy weather and light winds from S. S. E. at 12.30 got ship under weigh and steering to the North. one sail in sight watch employed in working on bone and setting up casks at 5.30 Pm spoke the Barst Coral 2 whales this season also the Barst Legal Tender watch employed in drying bone in cabin and fire room set the topsail wind from N. E. to S. plenty of rain Latter Part strong South winds steering to the Eastward in co with the Legal Tender + Coral Thus ends

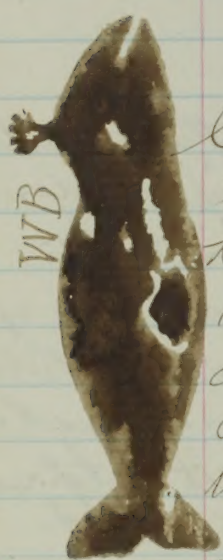
Thursday July 29th 1880.

Commenced with strong South winds + much rain close hauled to E under lower top sails + fib watch employed in drying bone and bundling it Latter Part fine and calm all hands putting bone on board of the Legal Tender Thus ends

Friday July 30th 1880.

Commenced with fine weather and light S. E. winds finished the bone put 110 bundles on board the Legal Tender and finished at 2 Pm. and got steam and steered to the North. Middle Part fine weather and fresh breeze from S. E. steering N by E $\frac{1}{2}$ N. watch employed in filling the coal bunkers Latter Part wind and weather the same raised heavy ice at 8.30 to the North luffed ship to the Westward Thus ends Lat 70.22 N

Steamer Mary & Helen L. C. Owens Master.



Saturday July 31st 1880.

Commenced with fine weather and strong breezes from South ship close hauled to the Westward watch employed in necessary work. at 5 P.M. lowered 4 boats for whales and struck to the W.B. took him along side at 9 P.M. Middle Part cloudy and strong southerly winds com to cut at 9 and finished cutting at 12.30 watch employed in clearing away head. Latter Part wind and weather the same. Thus watch employed in scraping bone Thus ends

Sunday Aug 1st 1880.

Commenced with hazy weather and strong South winds ship close hauled on different tack. Middle Part the same employed in washing bone Latter Part wind and the weather the same much rain employed in splitting wood and breaking out stores Thus ends

Monday Aug 2nd 1880.

Commenced with fresh S.E. winds with rain ship close hauled on different tack. Middle Part thick fog and much rain light S.W. winds Latter Part light westerly winds with heavy rain ship close hauled to the North at 10.30 raised the B.K. coral whaling and saw her get on. Thus ends

Tuesday Aug 3rd 1880.

Commenced with cloudy weather at 1 P.M. lowered for Bowheads without success watch employed in boiling at 6 P.M. lowered again without success Middle Part thick weather and North wind. Boiling Latter Part fresh breezes from N.W. steering to the Westward under steam and sail at 11.30 raised bowheads Thus ends

Cruising In The Arctic Ocean

Wednesday Aug 4th 1880

Commenced with cloudy weather and light winds from the South at 1 P.M. lowered 5 boats for whales without success came on board at 3 furlled all sail steaming to the S.W. after them at 5 P.M. lowered 4 boats and got one to the L.B. and one to the W.B. took them alongside and commenced to cut. Middle Part strong gale from S.S.W. all hands cutting Latter Part fine weather and strong S.S.W. gale finished cutting at 8 am Thus ends

Thursday Aug 5th 1880.

Commenced with fine weather and strong S.S.W. gales all hands clearing up the ship. Middle Part more moderate saw the Coral take a whale Latter Part thick fog and light S.W. winds ship working to the West at 11 am spoke the Legal Tender watch employed in boiling Thus ends

Friday Aug 6th 1880

Commenced with foggy weather and light airs and calms lowered all 5 boats for Bowheads at 1 P.M. and got one to the W.B. + one to the S.B. Middle Part foggy and calm employed in cutting in the 2 whales Latter Part calm and Hazy weather at 11 am spoke the Legal Tender watch employed in clearing away Heads Thus ends

Sat Aug 7th 1880.

Commenced with fine weather and calm watch employed in clearing away Head and boiling. Middle Part fine weather and light airs and calms employed in boiling and stowing down saw the Coral take a whale. Latter Part fine and light winds from S.E. plenty of whales and very shy all 4 boats chasing Thus ends

Steamer Mary + Helen L. C. Owen Master.

Sunday Aug 8th 1880.

Commenced with fine weather and light S W winds ship close hauled a few whale in sight going to the S W quick watch employed in boiling Middle Part calm and weather emorey employed in boiling Latter Part fine weather and light breezes from. The N E steaming to the S W at 2 P M raised plenty of bowheads and lowered all 5 Boats and struck to the S. B. B. W B. + BB 3 large whales took them along side Thus ends

Monday Aug 9th 1880.

Commenced with fine weather and light Easterly winds all hands breasting out Between decks and cutting in Middle and Latter Parts the same plenty of whales in sight - we have now 7 whales in the Blubber room Thus ends

Tuesday Aug 10th 1880.

Commenced with with thick rainy weather finished cutting at 5 P M Middle Part thick fog and rain all hands employed in boiling Latter Part thick fog and light air from S E all hands employed in boiling + stowing down at 11 am anchored off Cape Collie Thus ends

Wednesday Aug 11th 1880.

Commenced with fine weather and calm all hands stowing and boiling natives came on board Middle Part fine weather and light Easterly winds watch employed in boiling Latter Part fine weather and calm all hands employed in boiling and stowing down Thus ends

Cruising in the Arctic Ocean.

Thursday Aug 12th 1880.

Commenced with foggy weather and light airs and calms all hands busy boiling and other work ship at anchor natives came on board with a lot of trade bone, and capt brought some Middle Part foggy weather and light airs and calms Latter Part thick weather and calm employed in breaking out coal and wood Thus ends

Friday Aug 13th 1880.

Commenced with thick fog and fresh breeze from N.W. at 1 P.M. hove anchor and steamed to the north a little way, anchored again at 3 P.M. Middle Part fresh breezes from N.W. to N.E. all hands boiling and stowing down main hatch Latter Part hazy weather and fresh variable winds took the anchor at 8 A.M. and steamed up to Point Belcher saw the Sea Breeze off shore take a whale also 3 other whalers cruising for whale. employed in working coal Thus ends

Saturday Aug 14th 1880.

Commenced with strong N.E. winds all hands boiling and stowing down saw the Eliza at anchor getting wood Middle Part fine weather and light winds employed in boiling spoke the BSL Sea Breeze & whales reported the fleet had done well Latter Part thick weather and strong N.E. winds all hands stowing down and boiling

Sunday Aug 15th 1880.

Commenced with thick fog and strong N.E. wind stowing main hatch and boiling Middle Part thick fog and strong East winds water employed in boiling Latter Part thick fog and strong East winds all hands employed in breaking out and setting up shocks Thus ends

Steamer Mary & Helen L. C. Owens. Master.

Monday Aug 16th 1880.

Commenced with foggy weather and strong Easterly winds, all hands employed in setting up hooks, and other necessary work, at 3 PM took anchor and went in shore near a watering place Middle Part thick weather and strong gale from E. Latter Part much the same 2 boats on shore getting water Thus ends

Tuesday Aug 17th 1880.

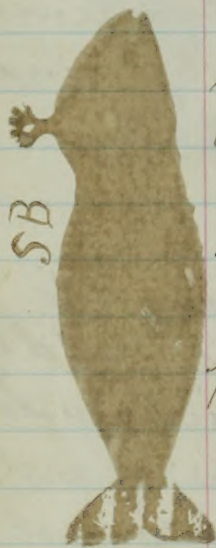
Commenced with strong gales from E. employed in boiling Middle Part thick weather and strong NE winds all hands boiling and running oil down main Hatch Latter Part more moderate to get some shore getting off water Thus ends

Wednesday Aug 18th 1880.

Commenced with fine weather and light airs from East and spoke BB Sea Breeze whales let her have some Potatoes Middle Part thick weather and calm Latter Part fine at 7 am got ship under weigh and steamed off shore plenty of whales 5 boats down chasing Thus ends

Thursday Aug 19th 1880

Commenced with light airs from W all boats chasing whales BB struck and the Iron came out Middle Part employed in breaking out Fore Part Latter Part fine and light airs and calm all boats chasing plenty of whales but no wind SBB struck and Iron came out S.B. struck and killed the whale took him along side Thus ends



Cruising In The Arctic Ocean

Friday Aug 20th 1880.

Commenced with thick fog and light NW winds all hands cutting in Middle Part stowing. Fore Peak thick fog and calm anchored ship off Pearl Bay in 10 fathoms at 9 P.M. Latter Part thick fog and light airs stowing down Fore Peak and boiling Thus Ends

Saturday Aug 21st 1880.

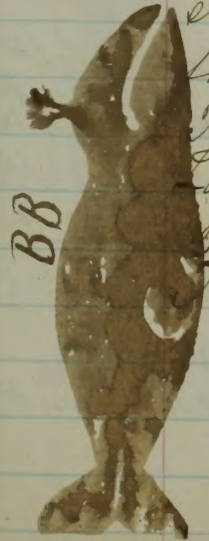
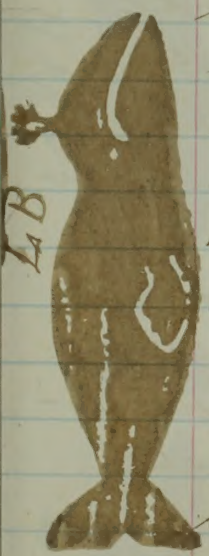
Commenced with thick fog and light NE winds got ship under weigh at 1 P.M. and steamed for Point Smith. Middle Part thick weather and light NE winds anchored off Point Smith at 8.15 P.M. in 7 fathoms employed in Boiling Latter Part thick weather and light South winds at 7.30 am got under weigh and stood up to Point Barrow and anchored in 4½ fathoms at 9 a.m. spoke the Schooner "Alaska". 6 whales this season Thus ends

Sunday Aug 22^d 1880.

Commenced with thick fog and fresh South winds ship at anchor stowing off fore hatch. at 3 P.M. got under weigh for Cape Smyth. Middle Part thick fog steering along shore to the South and trading with the natives anchored at 4 a.m. Latter Part ship under weigh steaming South and boiling calm and foggy weather

Monday Aug 23^d 1880.

Commenced with fine weather and calm steaming to the South. at 3 P.M. lowered 5 boats for whales and struck at 4.30 to the L.B. Middle Part took whale to the ship and cut him Latter Part fine and fresh breezes lowered 5 boats at 8 am and struck to the B.B. Thus ends cut the whale in Thus ends



Steamer Mary + Helen L. C. Owens Master.

Tuesday Aug 24th 1880.

Commenced with strong northerly winds steering to the S.W. at 6 P.M. lowered 4 boats and struck to the W.B. Middle Pt. Strong breezes and fog by the whale. Latter Part cloudy and strong northerly winds employed in cutting the whale finished cutting at 8 and lowered again and struck again at 11 a.m. to the L.B. Thus ends

Wednesday Aug 25th 1880.

Commenced with fine weather and fresh breezes from the North took the whale to the ship and cut him. saw the Sea Horse Isles and the cutter Thomas Corwin steaming North Middle Pt clearing away the head and pumping ship and other necessary work Latter Part fine weather and light northerly winds ship off Point-Franklin the Pack 10 miles from Land Thus ends

Thursday Aug 26th 1880.

Commenced with light northerly winds steering to the South saw several whales and lowered 5 boats without success anchored at Point Belcher in Co with the Eliza Middle Part fine weather and light N.E. winds employed in getting wood and boiling Latter Part fine and light winds from N.E. got ship under weigh and stood off shore saw whales and lowered 5 boats

Friday Aug 27th 1880.

Commenced with fine weather and light N.E. winds at 1 P.M. lowered all boats and struck to the S.B. spoke the cutter Thomas Corwin took whale to the ship and furled all sail and stood in near Point Belcher and anchored Middle Part fine and light N.E. winds cutting the whale Latter Part foggy and fresh N.E. winds 2 boats chasing whales without success Thus ends

Cruising In The Arctic Ocean

Saturday Aug 28th 1880.

Commenced with fresh breezes from NE and thick fog at 2 Pm fog lifted a little lowered 5 boats and struck to the BB + SB. plenty of large whales and still took them alongside at 7.30 and steamed in and anchored off Point Belcher in 7 fathoms water Middle Part foggy weather and strong NE winds all hands asleep. Latter Part hazy weather and strong NE winds all hands cutting the whales Thus ends

Sunday Aug 29th 1880.

Commenced with cloudy weather and strong NE winds all hands boiling Middle Part wind and weather the same employed in boiling Latter Part strong breezes employed in trying out and coopering oil at 9 a m lots of whales off shore lowered 2 + W Boats and struck to the latter and took the whale alongside Thus ends

Monday, Aug 30th 1880.

Commenced with strong breezes from the North all hands cutting in the whale and starting bread Middle Part cloudy weather and strong breezes from North employed in trying out Latter Part strong breezes from N at 4.30 a m lowered 2 boats for whales and struck to BB and took him along side and commenced coopering oil Thus ends

Tuesday, Aug 31st 1880.

Commenced with cloudy weather and strong NE wind all hands cutting in 2 boats chasing whales. Middle Part cloudy weather and fresh North winds employed in trying out Latter Part wind and weather the same at 8 am took the anchor and stood off shore all 4 boats down for whales without success Thus ends

Steamer Mary & Helen L. C. Owens Master

Wednesday Sept 1st 1880.

Commenced with cloudy weather lowered
4 boats for whales and struck a large cow
whale to the W.B. this will fill my thing and
makes us 27 whales in 2 months Middle Part.
fine weather and fresh N.E. winds anchored
at 6 P.M. in 6 fath watch employed in
starting meat over board and mollasses &
trying out Latter Part thick and raining
ship under weigh steaming to the South cuttin
in Thus ends

Thursday Sept 2^d 1880.

Commenced with fine weather all hands
cuttin and clearing away the head at 5 P.M.
spoke the Rainbow 14th whales Middle Part
rainy weather and light N.E. winds steering S.S.W.
by Compass under all drawing sail Latter Part
cloudy weather and light N.E. winds steering S by W
under steam and sail at 7.30 a.m. spoke the
Hunter 12 whales this season watch employed
in setting up shoors & boiling Thus ends

Friday Sept 3^d 1880.

Commenced with fine weather and
light winds from N.W. steering from S to
S.S.W. under steam & sail at 6 P.M. dead
calm furled all sails Middle Part. light
winds from S.W. with rain steering from
S to S by E. compass Latter Part fine weather
and fresh breezes from S.W. steering South.
employed in setting up shoors and boiling Thus
ends

Lat
Long

Cruising In The Arctic Ocean.

Saturday Sept 4th 1880.

Commenced with fine weather and light air and calms furled all sail at 3 P.M. watch employed in trying out and setting up shooks. at 4 P.M. raised East Cape bearing S by W. Com-
pass dist 40 miles steaming Middle Part thick and rainy weather steering S by E. under steam only fresh breezes from South Latter Part thick rainy weather and fresh breezes from NW steering from S to SW under steam and sail passed thro some light pack ice passed Cape East at 10 a.m. watch employed in boiling & setting up shooks. Thus ends

Sunday Sept 5th 1880.

Commenced with strong breezes from N steering towards Indian Point passed St. Lawrence Bay at 3 P.M. too much ice to go in to anchor watch employed in boiling and other necessary work. Middle Part fine weather and strong breezes from N run till dark and hove to heading in shore just south of St. Lawrence Bay Latter Part fine at daylight. Kept ship off S by W. made all sail employed in boiling and setting up shooks at 10 a.m. spoke the schooner Alaska at anchor off Indian Point. Thus ends

Monday Sept 6th 1880.

Commenced with fine weather and fresh breezes from North at 3.30 P.M. furled all sail, steaming towards Flower Bay anchored inside the Sand spit at 5 P.M. in 20 faths and gave ship 45 faths with best bower all hands boiling and setting up shooks schooner Julia Long came in and anchored with 5 whales this season Middle Part fine weather and light air from the NW all hands boiling Latter Part the same a boat came on board from the Brig Hidalgos 8 whales this season Thus ends



Steamer Mary & Helen L. C. Owen Master.

Tuesday Sept 7th 1880.
Commenced with fine weather and light
airs from the N.W. all hands Coopering
and boiling landed the old Iron ice folder
it being no use to the ship. Middle all hands
trying out and setting up shocks, Latter
Part fine weather and light N.E. winds
all hands boiling stowing down and
setting up shocks the Schooner Alaska came
in and anchored Thus ends

Wednesday Sept 8th 1880.
Commenced with fine weather and
light N.E. winds all hands boiling and
stowing oil between decks. Middle Part
fine weather and calms boiling and stowing
Latter Part fine and light N.E. winds employed
in boiling and coopering hired a cooper from
schooner Alaska Thus ends

Thursday Sept 9th 1880.
Commenced with fine and calm
weather all hands employed in boiling
coopering + stowing down between decks
Middle Part fine weather and calm boiling
Latter Part fine and light airs from S.S.W.
all hands coopering oil boiling and setting
up shocks Thus ends

Friday Sept 10th 1880.
Commenced with fine weather and light
S.S.W. winds all hands boiling coopering oil &
setting up shocks the Alaska sailed for San
Francisco at 3 P.M. Middle Part fine &
calm employed in boiling Latter Part wind and
weather the same boiling and coopering oil Thus ends

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In The Bering Straits

Saturday Sept 11th 1880.

Commenced with fine weather and light airs from the Southward all hands boiling and stowing oil on deck Middle Part. fine weather and light airs and calms boiling Latter Part fine and calms employed in boiling and stowing down and cooping oil Thus ends

Sunday Sept 12th 1880.

Commenced with fine weather and light airs from the Southward all hands trying out and cooping oil Brig Tropic Bird arrived with 8 whales and all casks full. Middle Part fine and calms employed in boiling Latter Part fine and light airs and calms employed in trying out and cooping oil Thus ends

Monday Sept 13th 1880.

Commenced with fine weather and light South winds Spoke the Sea Breeze and the Progress arrived with 17 whales Middle Part. fine weather and calms employed in boiling Latter Part fine weather and calms employed in cooping oil boiling &c Thus ends

Tuesday Sept 14th 1880.

Commenced with fine weather and calms employed in boiling bending sails and setting up both Bob stays Middle Part fine weather and calms finished boiling Latter Part fine weather and light northerly winds Brig "Tropic Bird" went to sea to day news came from St. Lawrence Island that the schooner Lolita was run ashore on that Isle. and later a boat came from her and 3 of the men were taken on board of this ship all hands employed in stowing down between decks Thus ends

Steamer Mary & Helen L. C. Owens Master.

Wednesday Sept 15th 1880.

Commenced with fine weather and fresh breezes from the South. all hands employed in stowing down and cleaning up decks Middle Part fresh gales from S W Latter Part the same employed in cleaning the ship and getting ready for sea Thru ends

Thursday Sept 16th 1880.

Commenced with strong Southerly winds all hands employed in cleaning ship and lashing up oil and water Middle Part strong weather at 9 P.M. wind hauled to N.E. Latter Part strong gales from the N.E. all hands employed in getting off water and cleaning ship took in the S. B. Boat and dingy Thru ends

Friday Sept 17th 1880.

Commenced with fine weather and strong Southerly winds all hands employed in cleaning ship. The schooner Julia A Long sailed to day for St. Lawrence Isle Middle Part fine and calm Latter Part fine weather and light airs and calms at 6 a.m. got under weigh for St. Lawrence Isle with 3 men from wrecked Schooner Loleta and Left J. My Coff U.S. Rev Relief also towed out of Flower Bay U.S. schooner Yan Konspoke off East Head Bark Eliza 16 whales Steering S by E. Thru ends

Saturday Sept 18th 1880.

Commenced with fine weather and light winds from S.W. to S. at 6 P.M. anchored at St. Lawrence Isle and took on board 6 men from schooner Loleta the rest going to Honolulu in Schooner J. A. Long. Middle Part fine weather and fresh breezes from S.E. Latter Part cloudy weather and strong S.E. winds got under weigh at 10 a.m. and stood off to S by E compass

Bound Towards San Francisco

Sunday Sept 19th 1880.

Commenced with fresh gales from the S.E. ship close hauled to S¹/₂E compass watch employed in stowing anchors and chains Middle Part fresh breezes from the Eastward steering S¹/₂E. Latter Part cloudy & fog and light airs from S.E. to S. all hands employed in scraping bone

Monday Sept 20th 1880.

Commenced with cloudy weather and fresh breezes from S.W. close hauled to the Southward and watch scraping bone Middle Part squally weather and strong breezes from S.W. ship close hauled on diff tacks under prudent sail Latter Part cloudy weather and strong N. S.W. winds steering from S.E. by E. to E. S.E. running along East side of St. Matthews Island Thus ends

Tuesday Sept 21st 1880.

Commenced with strong gales from N. S.W. steering S.E. by E. carrying all prudent sail Middle Part moderate winds from N.S.W. steering S.E. by E. under all sail Latter Part cloudy weather and light airs from S.S.E. close hauled to the Eastward employed in splitting & scraping bone Thus ends

Wednesday Sept 22^d 1880.

Commenced with light airs from N.W. steering S.E. by E. all hands employed in scraping bone Middle Part fresh breezes from the N.W. steering S.E. ¹/₂ E. under prudent sail Latter Part fresh gales from N.W. steering from S.E. to S.E. by S.

Lat 56-15' N
165-46' W

Steamer Mary & Helen L. E. Owen, Master.

Thursday Sept 23rd 1880.

Commenced with fresh gales from N.W. steering S.E. at 2 P.M. passed the schooner Julia A. Long. Middle Part fine weather & fresh breezes steering S.E. by Compass made Onimack Isle at 1 P.M. and luffed ship to the wind kept the ship off at 4.30 a.m. for the passage. Latter Part fine breezes from the N.N.W. passed through the passage at 10 a.m. watch employed in splitting bone and scraping it Thus ends

Lat 53-42 N.

Long 163-26 W.

Friday Sept 24th 1880.

Commenced with strong breezes from N.W. steering E. by S. under all possible sail all hands splitting & scraping bone Middle Part fine weather and fresh breezes from N.N.W. steering E. by S. under all drawing sail Latter Part fine weather and light winds from N.N.W. steering E. by S. watch employed in splitting and scraping bone Thus ends

Lat 52-23 N

Saturday Sept 25th 1880. Long 160-01 W

Commenced with fine weather and light S.W. winds watch employed in cleaning bone steering E. by S. Middle Part fresh breezes from S.W. steering E. by S. Latter Part strong winds from South steering E. $\frac{1}{2}$ South under all prudent sail Thus ends

No Obs.

Sunday Sept 26th 1880.

Commenced with strong gales from S.S.W. steering E. $\frac{1}{2}$ S. under all prudent sail Middle Part more moderate made all sail Latter Part fresh S.W. winds with rain steering East Thus ends

No Obs.

Bound Towards San Francisco

Monday Sept 27th 1880.

Commenced with fresh breezes from S.W. with rain steering East by compass under all drawing sail. Middle Part rainy weather and fresh breeze from S.S.E. ship close hauled to the Eastward. Latter Part much the same steering East, watch employed in scraping bone

Lat 48.20 N

Long 146-30 W

Tuesday Sept 28th 1880.

Commenced with fine weather and fresh breezes from W steering E all hands scraping bone. Middle Part fine weather and light winds from the Westward. Steering E under all drawing sail. Latter Part fine pleasant weather and light winds from West steering East all hands washing bone. Thus ends

Lat 47-41 N

Long 143-26 W

Wednesday Sept 29th 1880.

Commenced with fine weather and light winds from W steering East all hands washing bone. Middle Part cloudy weather and fresh breezes from the W to S.S.E. steering from E $\frac{1}{2}$ S to E employed in breaking out bone. Latter Part fine weather and fresh breezes from the S.S.E. ship close hauled to E watch employed in scraping bone. Thus ends

Lat 46.52 N

Long 140-25 W

Thursday Sept 30th 1880.

Commenced with fresh breezes from S.S.E. ship close hauled to the E watch employed in scraping and splitting bone. Middle Part fine weather and fresh breezes from S.S.E. ship close hauled to the Eastward. Latter Part hazy weather and light baffling winds all hands washing bone. Thus ends

Lat 46-50 N

Long 139-00 W

Steamer Mary & Helen L. C. Owen Master.

Friday Oct 1st 1880.

Commenced with cloudy + rainy weather and calm all hands employed in washing bone Middle Part fine and calm Latter Part light airs and calms all hands washing bone

Sat Oct 2^d 1880.

Lat 46-50. N

Long 138-00. W

Commenced with rainy weather and light breezes from N steering E. S. E. all hands washing bone Middle Part light N W winds steering E. S. E. under all sail Latter Part fine weather and light N W winds steering E. S. E. under all sail all hands employed in washing bone Thus ends

Lat 45-58. N

Long 136-47. W

Sunday Oct 3^d 1880.

Commenced with fine weather and light airs steering E. S. E. all hands employed in washing bone Middle Part foggy and rainy weather with light winds from the N W steering E. S. E. under all possible sail Latter Part thick and rainy weather and light winds from S W watch employed in spreading bone Thus ends

Monday Oct 4th 1880.

Commenced with foggy and rainy weather and light winds from N. S. W. to N E steering E. S. E. Middle Part fine weather and light winds from N E steering E. S. E. Latter Part fine weather and light N W winds steering E. S. E. all hands washing bone Thus ends Lat 44-15

Long 134-04

Bound Towards San Francisco.

Tuesday Oct 5th 1880

Commenced with fine weather and light N W winds steering E. S. E. all hands employed in washing line and finished at 5 P.M. Middle Part fine weather and light N W winds steering E by S. under all canvases Latter Part fine rain and light bafflin winds stering E by S. Thus ends

Lat 43.15 N

Long 133-08 W

Wednesday Oct 6th 1880.

Commenced with fine weather and light air from N W steering E $\frac{1}{2}$ S. all hands washing boats davits Houses and scraping Oars and Diling lower masts Middle Part fine weather and light winds from W. steering E $\frac{1}{2}$ S Latter Part fine weather and light winds from W steering E by S. all hands spreading line to dry Thus ends

Lat 42-39 N

Long 130-48 W

Thursday Oct 7th 1880.

Commenced with fine weather and light winds from W. steering E by S. all hands drying and bundling line Middle Part cloudy weather and fresh breezes from the N W steering E by S. under all possible sail Latter Part rainy weather and fresh breezes and steering E by S. Employed in washing boats Lat 41-10 N.

Long 127-47 W.

Friday Oct 8th 1880.

Commenced with fine weather and fresh N W winds steering S E by E $\frac{1}{2}$ E employed in washing ship and other necessary work Middle Part strong breezes from the N N W steering E. S. E. Latter Part the same Thus ends

Lat 38-56 N

Steamer Mary + Helen L. C. Owen, Master.

Saturday Oct 9th 1880.

Commenced with fine weather and fresh gales from the N. N. W. at 3 P. M. hove ship too heading N. E. under lower main top-sail Middle Part fine weather and strong breezes from N. W. ship close hauled to the Eastward Latter Part fine weather and light winds made all sail at daylight and saw the land got steam at 8. A. M. and furled all sail at 10 Thus ends

Sunday Oct 10th 1880.

Commenced with fine weather and light winds from North all hands employed in bundling and drying bone at 5.30 P. M. anchored in Drakes Bay in 5 fathoms water and found schooner "Alaska" at anchor Middle Part fine weather and light northerly winds ship at anchor Latter Part fine weather and fresh breezes from the North all hands bundling bone Thus ends

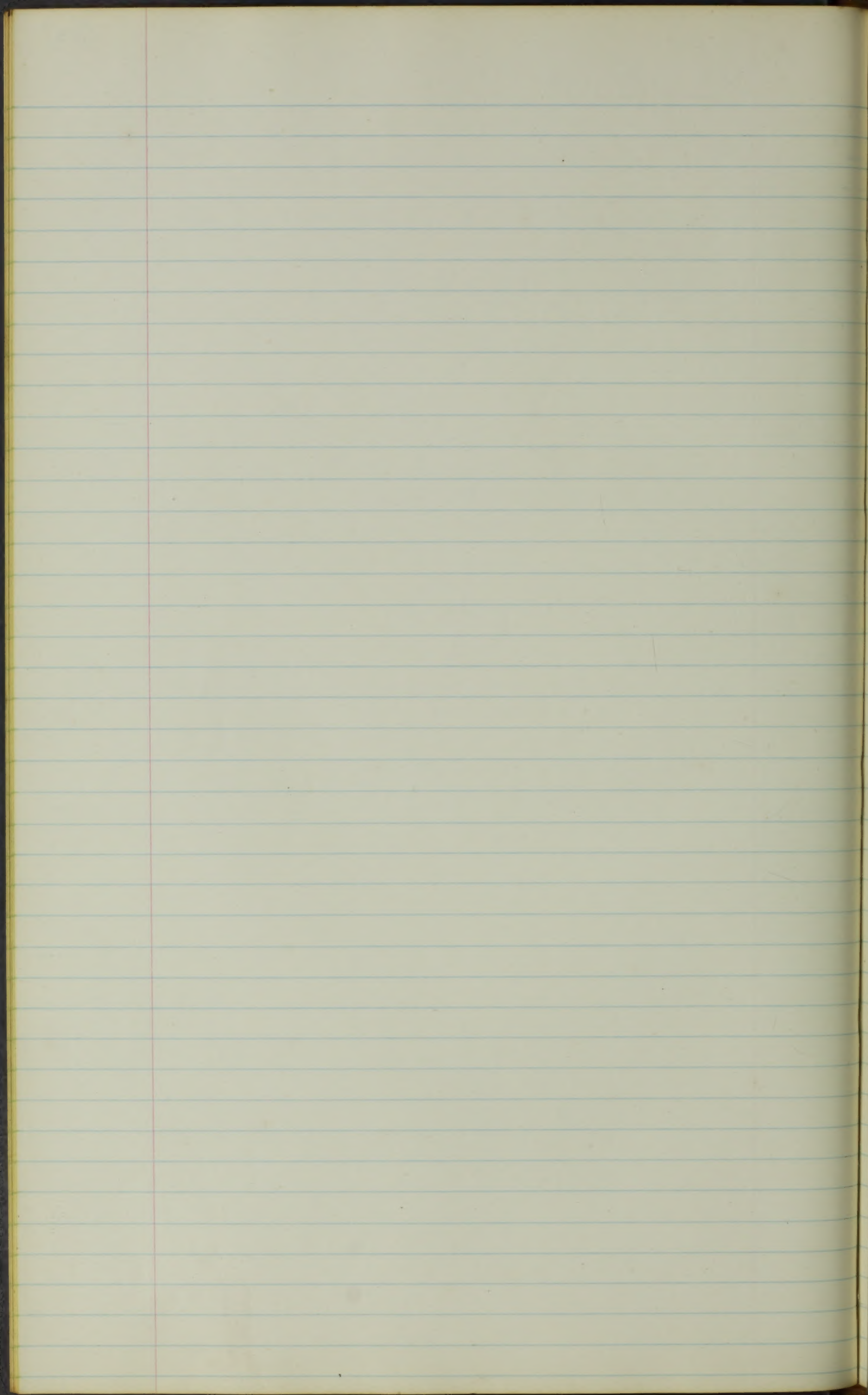
Monday Oct 11th 1880.

Commenced with fine weather and light winds from North finished bundling bone at 5 P. M. and hove up anchor for Sail Francisco Middle Part fine and light airs from North West steering for the Golden Gate under steam and anchored at 11.30 P. M. Latter Part fine weather and strong breezes from the North nearly all of the men went on shore to day Thus ends

Bound Towards San Francisco

Tuesday Oct 12th 1880
Commenced with fine weather and
fresh breezes from the North

[111]



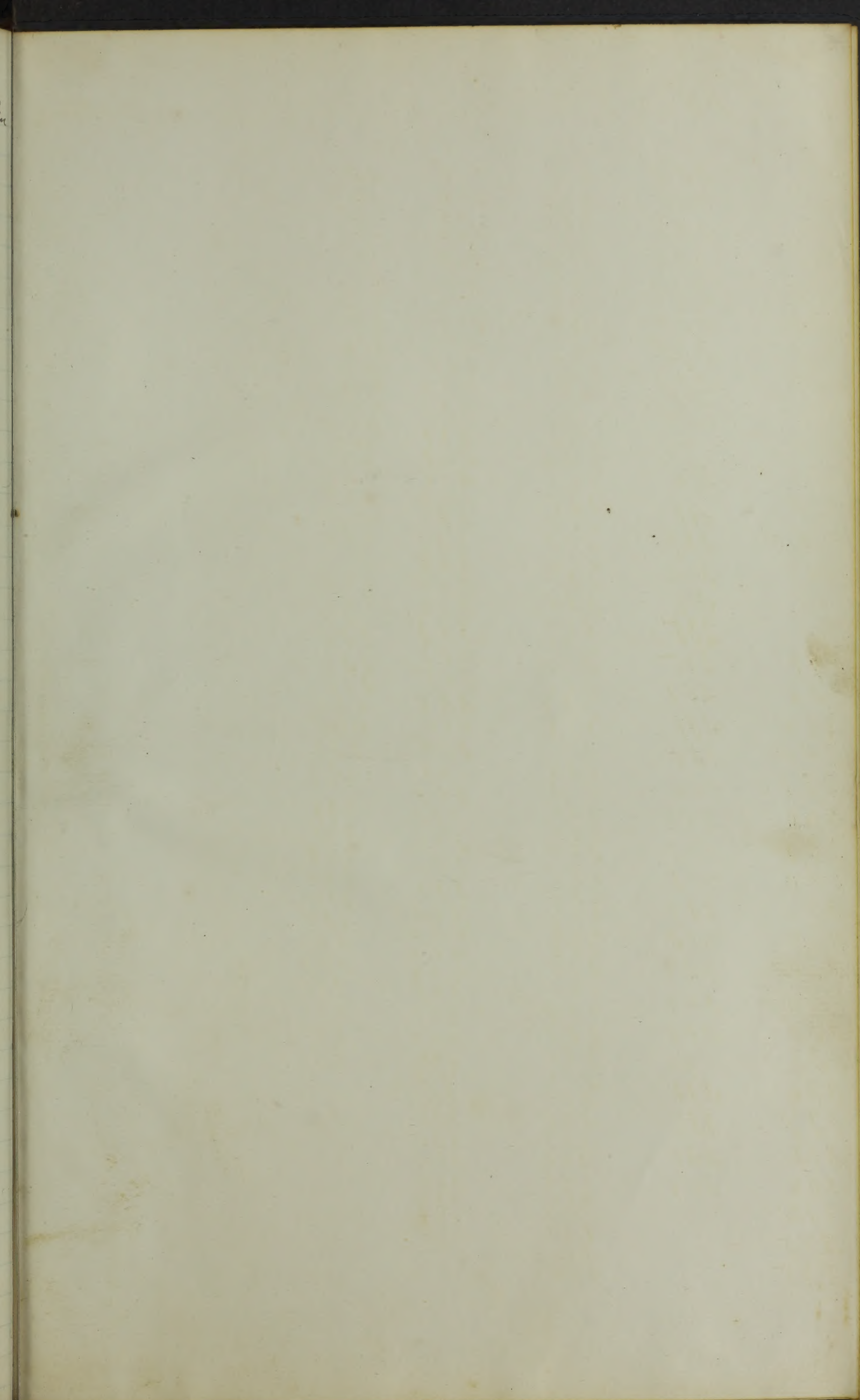
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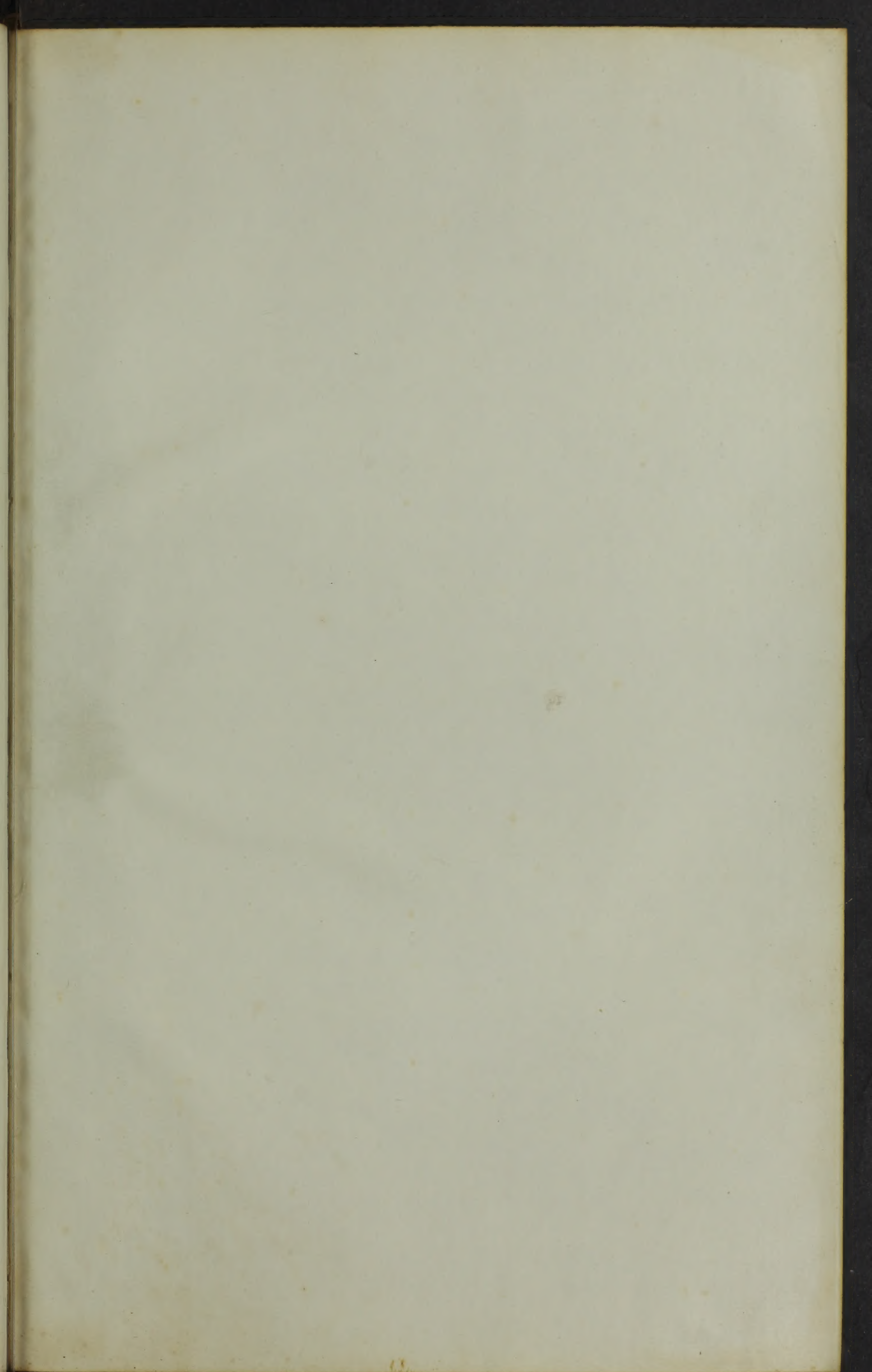
[201]

Whale Oil Stowed on Steamer Mary & Helen

Season of 1880

339	357	408	146	358
399	408	398	284	335
339	143	334	89	235
126	126	337	207	208
124	338	337	205	361
340	338	159	210	380
399	338	148	190	276
405	338	145	306	285
371	335	366	280	229
337	279	400	260	312
339	336	340	259	368
124	43	333	335	207
336	370	144	337	294
308	91	146	403	364
406	337	144	208	160
336	300	146	330	232
144	316	344	333	230
140	235 (235)	335	149	284
399	285	280	330	400
336	251	276	203	232
368	381	274	254	280
344	159	366	282	363
337	400	337	313	140
366	282	338	257	147
339	401	276	305	361
146	403	339	328	338
343	227	338	186	286
305	403	276	358	232
336	358	339	208	336
90	308	272	369	232
336	208	228	398	230
333	90	336	372	206
336	311	364	196	231
337	336	335	338	285
312	330	202	402	283
108	307	203	406	285
312		253	400	310
275		255	405	334
335		180	306	370
		149	369	337
		338	367	335
		332	361	338
		303	403	256
		207	365	235
		275	338	
		333	330	
		202	329	
		148	360	
		110	337	
		124	331	
		187	331	
		280		
		186		





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